

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.



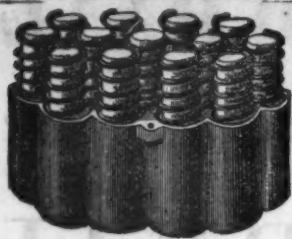
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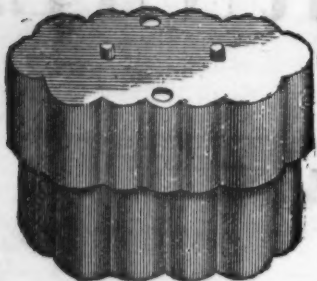


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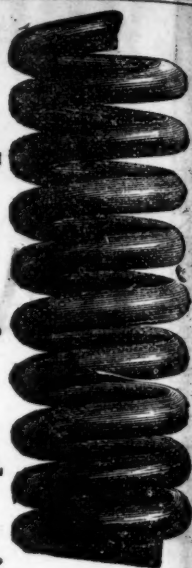
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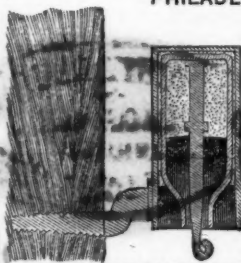
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SATURDAY, JUNE 5, 1869.

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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 5, 1869.

THE HANSON CAB COMPANY, OF NEW YORK AND BROOKLYN. INCORPORATED MAY 6, 1869.

Capital, \$250,000, in 5,000 shares of \$50 each,
with power to increase.

President, EDWARD W. BRANDON.

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PEARS, Vice Presidents.

S. P. SLATER, Treasurer, (with Messrs. Dun-
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CHARLES H. PEASE, Secretary.

HENRY HOWARD BRANDON, Superintendent.

JEROME BUCK, Attorney and Counsel.

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J. O. SEYMOUR, No. 89 Liberty st.

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THOMAS LANDON, Court of Common Pleas.

JAMES STUART PEARS, No. 103 West 14th
st.

WM. J. KERR, Brandreth House.

ALEXANDER WILDER, Evening Post.

Hon. JAMES W. HUSTED, Peekskill, 84 Wall
st.

The act to incorporate the above Company hav-
ing been passed by the Legislature of the State of

New York, the undersigned is prepared to receive
subscriptions to the capital stock of the company.

Subscription, \$50 per share, of which \$12 50
per share is paid on subscribing, the balance to be
paid at the call of the Directors; they agreeing
to give due and proper notice to each subscriber,
which notice shall in no instance be under 30
days.

The Company intend commencing operations as
soon as 2,000 shares, equal to \$100,000 of stock at
par, shall have been subscribed for. Respectfully,

S. P. SLATER, Treasurer,

(With Messrs. Duncan, Sherman & Co.)

By order of the Commissioners,

EDWARD W. BRANDON,

JEROME BUCK,

HENRY SPEAR.

Subscription books are also opened with
EDWARD W. BRANDON & CO., No. 133 Water
st.

J. O. SEYMOUR, KENNARD & HAY, No. 89
Liberty st.

EXTRACT FROM CHARTER.

SECTION 6. The drivers of each vehicle belong-
ing to said Corporation shall be entitled to de-
mand and receive for the hire of such cab the
fares here prescribed, as follows:

1. For any distance within and not exceeding
one mile, for a single passenger, thirty cents; and
for two persons, forty cents.

2. For any distance additional to one mile, for
each mile and fractional part of a mile, for a sin-
gle passenger, thirty cents; and for two persons,
forty cents.

3. For any time within and not exceeding one
hour, for a single passenger, seventy-five cents;
for two persons, one dollar; and for any time ad-
ditional, for each hour and fractional part of an
hour, for a single person, seventy-five cents; and
for two passengers, one dollar.

4. In addition to said fares, as here set forth,
the said drivers are authorized to demand and re-
ceive one-half of the same in addition, when the
passenger or passengers are so conveyed by them
between the hours of twelve o'clock in the eve-
ning and six o'clock in the morning.

SEC. 7. No driver of a cab belonging to said
Corporation, who is stationed at or near a railway
station, steamboat landing, or ferry, shall leave
the seat of the cab on the arrival of the cars,
steamboats, or ferryboats, nor shall he leave his
stand till he shall be engaged by a passenger, or
some person authorized by a passenger.

The above rates of fare cannot be increased;

but the Directors, in the interest of the public at
large and shareholders, intend reducing the price
as soon as practicable to 20 cents per mile for
one, and 25 cents for two persons; and 50 cents
per hour for one, and 60 cents for two persons;
the intention being to give the inhabitants of New
York and Brooklyn the benefit of good, commo-
dious and quick traveling, at rates which will
place the vehicles within the reach of all.

ESTIMATE OF PROFITS ON FIFTY CARS.

50 hansoms, at \$700 each.....\$35,000
100 horses, at \$250 each.....25,000
50 sets of harness, at \$100 each.....5,000

Total.....\$65,000

PROFITS.

50 cabs, with use of two horses per day,

working 22 hours, at \$7 per day.....\$127,400

Expenses.....49,800

Balance.....\$77,600

75 per cent. on \$65,000.....48,750

Balance for incidental expenses.....\$28,850

EXPENSES.

Feed and stabling for 100 horses, at \$24 per

month each.....\$28,800

Wear and tear of horses, 10 per cent.....2,500

Wear and tear of cabs, 10 per cent.....3,500

Salaries of Working Manager, Secretary,

Superintendent, Foreman of Yard and

men.....15,000

Total.....\$49,800

The above estimate for fifty cabs is merely to
show what profit can be made; and it is but
natural that an increase of the number of vehicles
will considerably diminish the working expenses
in proportion. The Company purposes to have
2,000 hansoms and cabs running by the end of
the present year.

Wisconsin Railroads.

We are happy to know that the citizens of Mil-
waukee are waking up. Some days ago their
Chamber of Commerce held a meeting and ap-
pointed a Committee to draw up an address for
the people on the subject of their railroad inter-
ests. The address will place the following pro-
jects before the people:

First—The construction of a railway from this
city to Burlington, on the Western Union Road.

Second—The extension of a road from Monroe
to Dubuque, Iowa.

Third—The extension of the road to Fond du Lac, and

Fourth—Extending aid to the West Wisconsin Railroad to complete the line between Black River Falls and St. Paul.

What we are most interested in is the extension of the road from Monroe to Dubuque. Let the committee bring in a favorable report and they will find Dubuque ready to meet them half way.—*Dubuque (Iowa) Times.*

Milwaukee and St. Paul Railway.

The railway of this company embraces the following lines: Milwaukee to Prairie du Chien, 193 miles; Prairie du Chien to St. Paul and Minneapolis, 215 miles; Milwaukee to La Crosse via Watertown, 196 miles; Milwaukee to Portage via Horicon, 95 miles; Horicon to Berlin and Winneconne, (5 miles of which, from Omro to Winneconne, was finished in November, 1868,) 58 miles; Watertown to Sun Prairie, 26 miles; Milton to Monroe, 42 miles—total length, 825 miles. In 1867, the road, for 10 months was 740 miles; for the other 2 months, 820 miles. In 1868, for 10 months, 820 miles; and for the other 2 months, 825 miles. The following is a comparative statement of the earnings and operating expenses for the years ending December 31, 1867 and 1868:

Earnings:	1867.	1868.
From Freight.....	\$3,791,114 31	\$4,266,283 89
" passengers.....	1,421,410 22	1,695,295 72
" mails, express, etc.....	471,084 06	556,066 10
	\$5,683,638 59	\$6,517,645 71

Operating expenses:

Repairs of track.....	\$543,470 59	\$591,804 31
" bridges.....	42,737 06	51,796 89
" fences.....	5,744 92	4,848 37
" buildings.....	85,929 10	81,718 04
" locomotives.....	282,300 90	253,946 66
" cars.....	365,281 08	365,390 94
" tools, etc.....	44,778 23	41,085 38
Management and general office.....	99,507 82	111,743 06
Foreign agency and advertising.....	25,541 39	26,952 62
Station service.....	304,773 80	381,901 48
Conductors, etc.....	144,976 98	173,100 80
Engineers, etc.....	208,070 50	222,263 55
Train and station supplies.....	92,753 14	92,530 31
Fuel consumed.....	365,818 74	432,380 75
Oil and waste.....	45,694 05	53,274 04
Personal injuries.....	14,532 44	6,689 48
Damage to property.....	15,526 53	17,914 72
Loss and damage of freight and baggage.....	14,244 46	16,123 91
Legal expenses.....	50,102 28	44,686 86
N. Y. office expenses.....	10,354 28	14,297 94
Taxes, State and local.....	151,852 25	75,467 19
Insurance.....	17,093 35	26,839 39
Miscellaneous exp.....	11,938 60	18,282 89
Car service.....	15,383 75	8,272 91
Extraordinary exp.....	707,279 58	919,728 50
	\$3,665,685 82	\$4,033,040 99

Net earnings.....\$2,017,922 77 \$2,484,604 72

The gross earnings show an increase of \$834,037 12, the expenses an increase of \$367,355 17, and the net earnings an increase of \$466,681 95 over those of the previous year. The revenue from passengers shows an increase over last year of \$273,885 50—being an increase of \$52,951 44 on through, and \$220,934 66 on local travel. The revenue from freight shows an increase over last year of \$475,169 58—being an increase of \$143,002 33 on through, and \$332,167 25 on local business. The mail, rents and express earnings show an increase of \$84,982 04 over last year,

which is due to the increase of the mail and express service on the through line between Milwaukee and Minneapolis. The operating expenses for 1867 were 65 per cent., and for the year 1868, 62 per cent. of the gross earnings. The extraordinary expenses included in operating expenses were as follows:

	1867.	1868.
Renewal of track.....	\$246,434 10	\$391,697 93
New bridges.....	63,708 27	38,016 59
New fences.....	36,617 18	47,793 57
New buildings.....	79,319 36	52,431 01
New locomotives.....	20,609 15	16,705 50
New cars.....	190,386 71	269,451 89
New tools & machinery.....	12,852 14	16,479 80
U. S. Government taxes.....	46,586 94	49,606 44
Rents.....	5,393 81	.....
Interest and exchange.....	4,220 66	7,109 35
Telegraph.....	121 16	.....
Furniture.....	80 00	.....
Expenses Elevator A.....	.....	20,272 70
" B.....	.....	10,163 72
Patents.....	950 00	.....
Total, as above.....	\$707,279 58	\$919,728 50

The following is a statement of all expenditures not charged to operating expenses in 1868:

Purchase of road and payment of claims against same.....	\$63,425 17
Construction of road (P. du C. Cut-off, etc.....)	17,472 28
Omro Extension.....	82,618 47
Sun Prairie Extension.....	43,810 28
St. Paul Branch.....	12,107 58
Decorah Branch.....	3,376 93
Purchase of Elevator D. (Nor. Div.).....	71,487 00
Purchase of Elevator B. & C. (P. du C. Div.) part payment on same.....	200,000 00
Equipment purchased (9 locomotives).....	102,572 00
Right of way.....	44,951 44
Real estate.....	4,521 45
Milwaukee depot grounds.....	63,259 34
St. Paul ".....	9,533 26
Minneapolis ".....	14,759 64
Survey for P. du C. Bridge.....	818 00
Survey of Monroe and Dubuque R.R. Sinking Fund Second Mortgage bonds (cancelled during the year).....	578 33
	66,000 00
Total.....	\$801,291 17

The earnings and expenses by Divisions for the year 1868, were as follows:

	Earnings.	Expenses.
La Crosse Division.....	\$2,343,516 47	\$1,412,096 58
Northern Division.....	700,120 29	440,750 98
Prairie du Chien Div. 2,129,092 67	1,368,044 40	
Iowa and Minnesota Division.....	1,341,916 28	812,149 03
Total.....	\$6,517,645 71	\$1,033,040 99

The cost of the property represented by bonds and shares, December 31st, 1867 and 1868, is as follows:

	1867.	1868.
Mortgage debt.....	\$16,796,500	\$16,613,000
Increased since Jan. 1, for purchase of Elevators, building roads, &c.....	.....	600,000
Preferred stock.....	8,050,892	8,188,272
Common stock.....	5,406,833	5,554,599
Common stock dividend Feb. 15, 1869.....	.....	1,596,470
Total cost of road.....	\$30,254,225	\$32,552,341

A portion of the debt outstanding December 31, 1867, against the Prairie du Chien Company was held for the benefit of the St. Paul Company, which was merged in 1868, when the St. Paul Company acquired the Prairie du Chien road.

In pursuance of the authority of the stock-

holders, conferred January 1, 1869, the Directors declared a dividend of \$7 per share, cash, and \$10 per share, in common stock, on the preferred stock, from the net earnings of the road for 1867 and 1868; and \$14 per share in common stock on the common stock, from the earnings of 1866, 1867 and 1868.

During the year 1868 they have purchased additional property, not charged to operating account, to the amount of \$801,291 17.

The company have no floating debt which they are not prepared to pay at sight.

Since our last Annual report we have perfected our purchase of the Milwaukee and Prairie du Chien Railway, and that line of road is now owned in fee by this company.

At the time of the purchase of the Milwaukee and Prairie du Chien Railway, Messrs. Angus Smith & Co. owned the Elevator Buildings, standing on the railway company's lands, in Milwaukee, paying no rent therefor, or if any rent, a nominal amount. The railway company had the option to purchase the Elevators, which expired on the 1st day of December, 1868. The Milwaukee and St. Paul Railway Company have availed themselves of this option, and purchased the Elevators for \$300,000, which they have leased for five years to Messrs. Angus Smith & Co., at a price which will give the railway company a fair profit on the purchase. The rent to be paid is not a fixed sum, but is dependent upon the amount of business done by the Elevators. Our future reports will show the workings of this lease.

We completed the line of road from Omro to Winneconne, about five miles, in November of the past year, at a cost of \$82,600. This line of road was purchased by this company in 1863. At that time it was built and in operation from Ripon to Omro, and mostly graded to Winneconne. The right of way and depot grounds were either purchased by us at that time or have since been donated to the company. The iron upon this branch is forty-five pounds to the lineal yard. Upon our main lines it is fifty-six and sixty pounds. It has not been completed a sufficient length of time to enable us to say whether or not it will bring the large increased business expected from the Wolf River and country adjacent.

The company are now engaged in the construction of the line of road from Sun Prairie to Madison, about twelve miles. This is an extension of our present Watertown line of road, to the city of Madison, and there connects with the present Madison line, and will shorten the distance to Madison, Prairie du Chien, St. Paul, Minneapolis, and intermediate points, about 17 miles, and reduce the cost of haulage of trains pro rata to the shortened distance.

NEW CONNECTIONS.

MCGREGOR AND SIOUX CITY RAILWAY.—The stockholders unanimously authorized the Directors to purchase this line of road, as proposed in the Circular of November 28th, 1868.

The Directors regard the acquisition of the McGregor and Sioux City Railway as of the utmost importance for the welfare of the company. The Sioux City Railway Company propose to build in sections of about 60 miles per annum, their line of road from Calmar, on line of our road westerly, on or near the 43d parallel of latitude to the Missouri River; the proposed line runs through as good an agricultural country as can be found in the United States; it reaches the Missouri River about 100 miles north of any other line of railroad now built or soon likely to be, and about 1,700 miles south of Fort Benton, the head of steamboat navigation on the Missouri River; thus giving them the first chance at the business of that immense region of country; embracing Dakota and Montana Territories, the latter of which is now sending to New York large quantities of gold, silver, &c. The trade of this section of country is immense. Twenty-three steamboats left St. Louis alone, for Fort Benton, in the month of April, 1868. There are also regular lines of steamboats from Omaha and Sioux City to Fort Benton. We believe that a large portion of this

trade can be had by our company, with great advantage to the public, and to the company. In addition to the large through business expected to be obtained, this route will have as good a local business as any railroad running through a magnificent agricultural country.

The directors have agreed to purchase or consolidate with the McGregor and Sioux City Railway, from Calmar to Charles City, about 50 miles, which is to be paid for in the St. Paul 1st mortgage bonds, to be secured by a mortgage on the line of road to be acquired by purchase or consolidation, and with the shares of the St. Paul Company; it is expected that this will be consummated before the harvest of 1869. The Directors felt that your interest required them to do this—first, because it will be a very valuable route for railroad traffic of itself, giving us an opportunity to carry the lumber of Minnesota to the Prairies of Iowa, and to bring back coal from the rich mines of Middle and Southern Iowa to Northern Iowa and Minnesota; thus giving employment to our equipment at seasons of the year when otherwise a considerable portion of it would be unemployed; and second, because another very rich and powerful railway corporation, by their extensions were flanking us, they having already reached Charles City, which is 50 miles west of our line of road, and under contract to construct to the State line connecting with the railroad at Austin: thus our line not being extended westerly as proposed, must enable that railway company to divert the new business to be derived from the proposed line of the McGregor and Sioux City Railway from your railroad.

The Directors venture the prediction that, in the event of our company acquiring the whole of said McGregor and Sioux City Railway, and of its completion to the Missouri River, in a very few years thereafter, perhaps five years, the best part of the company's railway property will be the line of road westerly from McGregor to the Missouri River.

The West Wisconsin Railway Company are building their line of railroad from Tomah on the La Crosse Division of our line of road northwest-ly, with a view of going ultimately to St. Paul. They completed it to Black River Falls, about thirty miles from Tomah, in December last. We now operate this road for the company building the same, as lessees; either party can terminate the lease at pleasure. Although at present it brings us no new business, or any which we would not get without it; yet running as it proposes to, through a sparsely settled portion of the State, it will materially develop that section of country and ultimately bring a valuable traffic to our railroad.

The Southern Minnesota Railroad starts from La Crescent on the Mississippi River opposite La Crosse. It is now built westerly to Lanesboro, about fifty miles. They propose to rest at the last named place for the present, and apply all their means and force to building west, from at, or near Austin: to this end the St. Paul Railway Company is to aid them by transportation of material at cost. The S. M. R. R. runs through a rich productive country, and will henceforth prove a valuable tributary to our line of railroad.

The Hastings and Dakota Railroad is built from Hastings westerly to Farmington, about seventeen miles. They expect to continue it westerly to the Missouri River, at or near the mouth of Washtee or Good River. In no section of the country would a railway be of greater benefit to the locality than that of this proposed extension. Congress has aided them by one of the best land grants ever made by that body. The extension of this road westerly is equivalent in traffic brought to us, to an extension of our own road through those vast, and at present mostly unoccupied, regions. Every shareholder in our company must feel a lively interest in the construction of this road.

The Minnesota Valley Railroad is now in operation from St. Paul to Mankato, about one hundred miles, with a fair prospect of rapid extension much further up that very rich valley. It is

a very important connection and feeder of the road of our company.

The St. Paul and Pacific Railroad extends northwesterly from St. Paul about sixty miles, with a view of ultimately reaching the Pacific Ocean some where in the vicinity of Astoria, in Oregon. It is understood that a highly respectable party of capitalists of Amsterdam, Holland, have this project in hand. This road is also equivalent to an extension of our line of railway from Minneapolis northwesterly. It will be a very valuable tributary to our line of road.

The Lake Superior and Mississippi River Railroad extends from St. Paul towards Lake Superior, about 30 miles, and promises to reach a point on that lake during the present year. It runs through a most valuable lumber region, and will add largely to our traffic in lumber, which we will be required to carry down to the prairies of Southern Minnesota and of Iowa, bringing back from Iowa coal and provisions: and when proper facilities are furnished, for about four months in the year, it will afford water communication with Buffalo by the use of 150 miles of railway. It is to be regretted that the navigation of Lake Superior closes so early in the season as to be useless to farmers, producers and dealers unless they can hold their crop over from October to the following June. It is hoped that within a few years they will be able to hold their crops over, that they may, if they desire, have the advantage of the markets for two seasons, and of this line of communication. This road for at least eight or nine months in each year will be a most valuable tributary to our line of railroad.

We urge upon our Stockholders the propriety of their going West and seeing their property, both present and prospective. The officers of the Company will at all times do all they can to facilitate their visiting the property, and help to make the trip as pleasant and agreeable as they can. The Directors feel a laudable pride in the development of the property, which they know would be shared by the Stockholders if they would but make a personal visit and examination of their property.

We call your attention to an act of the Legislature of Wisconsin, published with this report, classifying the Directors of the Company, and thereafter electing one-third of the number for three years, instead of electing the whole Board each year, as heretofore; the same act also authorizes the holders of the Company's bonds to vote in the election of Directors. The act will be submitted to you for your action thereon, at the next meeting of the Stockholders.

The Directors feel under particular obligations to S. S. Merrill, their General Manager, for his untiring industry, capacity and fidelity, in the management of their property, and also to all the officers, agents and employees of the Company who co-operate heartily with him in his efforts to develop this great enterprize, and promote the interest of the Shareholders.

The company own 135 locomotives, 64 first class, and 10 second class passenger cars, 6 sleeping cars, 53 baggage, mail and express cars, 2,070 box freight cars, and 430 flat and stock cars. The number of miles run by passenger trains, was 857,412; by freight trains, 1,539,875; by wood and gravel trains, 324,604—total miles run, 2,721,891. Tons of freight carried eastward, 740,352; do., westward, 394,213—total, 1,134,565. Total number of tons carried one mile, 120,046,055. Passengers carried eastward, 367,885; do., westward, 426,698—total, 794,583. Number of passengers carried one mile, 43,576,677. Earnings per mile run on freight, \$2 77; do., on passengers, \$2 47. Expenses per mile run, \$1 68. Amount received per ton per mile, 3.5 cents; do., per passenger per mile, 3.8 cents. Gross earnings per mile of road, \$7,900 18; net earnings per mile of road, \$3,011 64.

GENERAL ACCOUNT, December 31, 1868.

Cost of road	\$81,062,017	18
Stock of material on hand	509,882	63
U. S. Post office department	45,561	72
Balances due from agents & other companies	192,257	28
Miscellaneous accounts	16,019	54
Interest paid on bonds due January 1, 1869	112,184	84
Cash on hand	556,245	92

	\$83,294,241	00
Capital stock, preferred	\$8,188,272	00
" common	5,544,599	00
First mortgage 7 per cent. bonds...	5,425,000	00
Second " " "	1,390,000	00
First mort. 8 p. c. E. Div.....	798,000	00
" 7 " Iowa & Minn. Div.	3,730,000	00
" 7 " Minn. Cent. R. W.	270,000	00
" 8 " P. du C. Div....	3,445,000	00
Second mort. 7 3-10 "	736,000	00
Income 7 per cent. bonds.....	20,000	00
Milwaukee City 7 per cent. bonds..	246,000	00
Mil. and Western 7 per cent. bonds.	294,000	00
Real estate 7 per ct. purchase money	148,500	00
Incumbrances assumed.....	327,687	57
Unpaid pay rolls and bills.....	266,176	89
Bills payable.....	14,573	60
Due other railways, freight & ticket accounts.....	55,693	96
Divided No. 9 P. du C. Div.....	4,404	29
Coupon account.....	65,841	90
Income account.....	2,409,491	84

\$33,394,241 05

President.—ALEX. MITCHELL.

Vice President.—RUSSELL SAGE.

Directors.—Alexander Mitchell, Milwaukee; Russell Sage, Fred. P. James, N. A. Cowdrey, New York; Selah Chamberlain, Minnesota; Walter S. Gurnee, New York; S. S. Merrill, Milwaukee; E. B. Wesley, Julius Wadsworth, Joseph Rudd, James G. Garner, Henry Keep, James Buell, New York.

Gen'l Manager.—S. S. MERRILL.

Secretary and Treasurer.—ALANSON CARY.

The Railroad to Fond du Lac.

Yesterday we spoke of the necessity of making the connection *via* Burlington with the Western Union Railroad, which now reaches the coal fields of Rock Island. The necessity of that thirty miles of railroad is so obvious that it requires no argument. But we have another connection on our north, from Mayville to Fond du Lac, which should be made. The Iron Ridge Railroad will be extended to Mayville during the ensuing autumn. Thence it is only twenty-one miles to Fond du Lac. If the road can be built, the St. Paul Company will equip and run it.

Fond du Lac has become one of the largest business centers in the State; its trade with Milwaukee is now light; it might be rendered largely by this Railway connection. We believe that Fond du Lac city would extend aid to the amount of \$100,000, and if Milwaukee would raise \$150,000, we think that the St. Paul Railway Company would readily agree to finish the road. Here is 51 miles of railway, acting as it were, like two arms, north and south of our body, which would secure an immeasurable degree of strength to our future growth and prosperity.

Railroads can be constructed much cheaper now than they could one year ago, as labor can be obtained at least twenty-five per cent. less. Our city could borrow on as advantageous terms as last year, because our credit is good, though the money for our purpose is absolutely worthless. If Milwaukee can obtain the railway connection with the Western Union R. R. and its extended line into southern Illinois, and also secure the completion of the road to Fond du Lac, we think that it would be the best \$300,000 ever expended by our citizens.—*Mil. Wis.*, May 29.

Glasgow (Ky.) has subscribed \$25,000 to the capital stock of the Glasgow Railroad.

... of the State of New York.

A tabular statement of their Capital, Bonds, &c., Length and Cost, Earnings, Expenses, Dividends, &c., for the year ending September 30, 1888.

Compiled from the Annual Reports made to the State Railroad and Canal Com. for 1900.									
Railroads.	Capital Account.		Length of Track.		Cost of Road.		Gross Earnings.		Dividends.
	Stock.	Bonds.	Total.	Main. Branch. Other.	Oper. (1)	Passenger. Freight. Mail, &c.	Total.	Operating Expenses. (2)	
	\$	\$	\$	M.	M.	\$	\$	\$	Rate.
									P. c.
Adirondack.....	4,185,000	915,000	5,099,000	25.00	0.13	2,146,579	25.00	8,123	21.077
Albany and Vermont.....	1,861,393	2,802,000	4,663,393	120.00	11.15	6,357,456	118.00	208,822	308,004
Albany and Saratoga.....	600,000	.....	600,000	12.00	.....	600,000	.....	.....	36,000
Albany and West Stockbridge (B. & A.).....	1,000,000	1,889,559	2,889,559	38.00	47.00	2,411,056	.....	.....	100,000
Atlantic and Great Western.....	194,250	20,000	214,250	49.14	7.84	5,871,375	49.14	90,096	298,672
Avon, Genesee and Mt. Morris.....	250,000	48,000	298,000	15.64	0.50	582,346	.....	18,486	16,792
Berkshire and Corning.....	.....	.....	.....	.....	5.41	.....	.....	.....	12,500
Buffalo, Bradford and Pittsburg.....	2,286,000	580,000	2,866,000	28.00	2.00	2,866,000	.....	57,971	200,620
Buffalo, Corry and Pittsburg.....	428,717	700,000	1,128,717	42.30	1.00	1,431,466	42.30	154,761	163,471
Buffalo and Erie.....	5,000,000	1,000,000	6,000,000	88.00	85.00	6,718,801	88.00	338,307	1,709,736
Buffalo and New York and Erie.....	960,000	2,389,000	3,349,000	149.00	13.80	3,339,000	16.03	11,176	21,988
Buffalo and Washington.....	428,473	.....	428,473	16.03	1.00	485,350	.....	.....	53,010
Cayuga and Susquehanna.....	589,110	.....	589,110	34.61	4.75	589,110	.....	.....	22,800
Chemung (5).....	380,000	17.36	380,000	17.36	12.50	400,000	.....	.....	.....
Cooperstown and Susquehanna Valley.....	210,715	.....	210,715	.....	.....	152,846	.....	.....	.....
Dunkirk, Warren & Pittsburg.....	280,000	.....	280,000	.....	.....	365,000	.....	.....	25,000
Elmira, Jefferson and Canandaigua.....	500,000	.....	500,000	46.84	2.89	2,218,000	.....	.....	(3) 60,000
Elmira and Williamsport.....	1,000,000	1,570,000	2,570,000	78.00	14.50	5,486,606	77.50	3,531,504	8,244,588
Erie Railway.....	46,302,210	23,398,800	69,701,010	97.00	389.50	56,486,606	.....	2,000,475	3,793,319
Erie and New England.....	113,130	.....	113,130	.....	.....	110,145	.....	.....	.....
Flushing and North Side.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fonda, Johnstown & Gloversville.....	50,810	150,000	200,810	.....	.....	153,338	.....	.....	.....
Gothen and Deckertown.....	32,884	12,039	44,923	.....	.....	40,050	.....	.....	.....
Hicksville and Cold Spring.....	27,820	17,190	45,010	4.00	.....	45,262	.....	.....	.....
Hudson River.....	13,932,600	6,074,960	20,007,560	144.00	170.84	19,185,929	150.00	2,000,475	3,793,319
Hudson and Boston (Boston and Albany).....	175,000	.....	175,000	17.83	4.00	194,197	.....	.....	17,500
Lake Champlain and Moriah.....	70,000	.....	70,000	98.00	20.00	4,485,814	123.00	356,125	671,624
Long Island.....	3,000,000	825,000	3,825,000	5.30	.....	70,000	.....	.....	.....
Middleburg and Schoharie.....	108,502	212,300	320,802	13.00	.....	344,870	13.00	4,812	10,801
Montgomery and Erie.....	150,055	176,000	326,055	10.27	0.66	287,201	10.27	8,110	22,406
Newburg and New York.....	500,000	250,000	750,000	.....	.....	287,201	.....	.....	800
New York Central.....	28,780,000	11,458,904	40,238,904	297.75	296.00	36,607,697	692.21	4,063,791	9,491,427
New York, Housatonic and Northern.....	197,800	.....	251,752	.....	.....	248,304	.....	.....	.....
New York and Flushing.....	120,000	125,000	245,000	8.00	.....	245,000	8.00	106,655	114,559
New York and Harlem.....	7,000,000	5,086,325	12,120,825	130.75	2.12	13,098,050	132.87	1,095,201	2,756,232
New York and New Haven.....	6,000,000	1,061,500	7,301,249	62.25	63.82	7,151,826	132.00	1,122,641	2,218,509
New York & Oswego Midland.....	454,309	.....	454,309	.....	.....	454,309	.....	.....	.....
Niagara Br. and Canandaigua.....	1,000,000	.....	1,000,000	98.46	3.65	1,000,000	.....	.....	60,000
Northern New Jersey.....	159,400	400,000	606,773	21.25	4.50	524,226	33.25	184,026	214,127
North Shore.....	193,445	110,200	318,645	6.25	.....	298,049	.....	.....	65,233
Ogdensburg and Lake Champlain.....	4,061,000	1,038,000	4,236,425	118.00	4.00	5,071,000	122.00	173,228	898,981
Oswego and Rome.....	222,987	717,000	942,374	28.58	3.25	925,999	28.58	48,190	113,622
Oswego and Syracuse (5).....	482,400	573,500	1,059,900	36.29	40.49	1,398,754	36.29	133,112	269,080
Plattsburg and Montreal.....	2,850,000	1,500,000	3,850,000	174.91	17.49	5,344,459	23.00	30,148	1,299
Rensselaer and Saratoga.....	557,560	70,000	628,060	18.45	1.25	656,026	.....	595,041	208,019
Rochester and Genesee Valley.....	2,500,000	2,000,000	4,500,000	141.11	20.83	4,362,525	218.21	477,088	73,708
Rondont and Oswego.....	726,548	.....	726,548	.....	.....	377,286	.....	.....	779,084

(1) Including leased roads, but not second track and sidings. (2) Including National, State and local taxes. (3.) Dividend on preferred stock 7 per cent. (4) Dividend on preferred stock 8 per cent. (5) Has a third rail for wide cars.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824			Hartford and New Haven. 100	3,300,000	J. A. J. & O.	Apr. '69 3	Portl. Saco & Portsmouth. 100	\$1,500,000	J. & D.	Dec. '68 3
Allegheny Valley. 50	2,000,000			Hannibal and St. Joseph. 100	1,900,000			Providence & Worcester. 100	1,800,000	J. & J.	Jan. '69 4
Atlanta and West Point. 100	1,332,200	J. & J.	July '68 4	Do. do pref. 100	6,253,830			Raleigh and Gaston. 100	2,400,000	A. & O.	Oct. '68 3
Atlantic & N. Carolina. 100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	May '69 5	Rensselaer and Saratoga. 100	2,100,000		
Atlantic & Gt. Western. 50	25,879,923			Housatonic. 100	820,000			Richmond and Danville. 100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg. 100	847,100		
Atlantic & St. Lawrence. 100	2,494,900	J. & J.	Jan. '69 2	Hudson River. 100	13,937,100	A. & O.	Apr. '69 4	Rich. Fred. and Potomac. 100	1,041,800		
Augusta and Savannah. 100	733,700	J. & J.	Jan. '69 3	Huntingdon & B'd Top. 50	494,390			Rockport. 100	88,400		
Baltimore and Ohio. 100	16,157,962	A. & O.	Apr. '69 4	Do. pref. 50	190,750	J. & J.	Jan. '68 3	Rome, Watert. and Og'n'b. 100	2,400,000	J. & J.	Jan. '69 5
Do. Washington Br. 100	2,560,000	A. & O.	Apr. '69 5	Illinois Central. 100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred. 100	100,000	F. & A.	Feb. '69 4
Baltimore City Passenger. 100	670,000	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafayette. 50	6,185,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute. 100	2,300,000		
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '69 5	St. L., Jack'nv. and Chic'o. 100	2,040,000	Annual.	June '69 1
Bellefontaine Line. 100	4,420,000	F. & A.	Feb. '68 3	Joliet and Chicago. 100	1,500,000	J. A. J. & O.	Apr. '69 1	Sandusky and Cincinnati. 100	2,089,000		
Berkshire Delaware. 100	996,250			Joliet and North. Indiana. 100	300,000	J. & J.	July '68 4	Sandusky and Cincinnati. 100	2,089,000		
Berkshire. 100	600,000	J. A. J. & O.	Apr. '69 1	Lackawanna & Bloomb'g. 100	1,835,000			Do. pref. 100	445,596	M. & N.	May '69 3
Blossburg & Corning. 50	250,000	J. & D.	Dec. '68 2	Leeds and Farmington. 100	1,835,000			Sand. Manef. and Newark. 100	901,241		
Boston and Albany. 100	13,725,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy. 50	2,158,565	J. & J.	Jan. '67 6	Savannah and Charleston. 100	1,000,000		
Boston and Chelsea. 100	110,000	A. & O.	Apr. '69 4	Lehigh and Susquehanna. 50	8,739,800	M. & N.	May '67 5	Schuylkill and Susquehanna. 50	1,289,150		
Boston, Concord & Mont. 100	459,400			Lehigh Valley. 100	10,731,400	J. A. J. & O.	Apr. '69 2	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '69 3
Do. do. pref. 100	1,340,400	M. & N.	May '69 3	Lehigh Luzerne. 50	344,650	J. & J.	Jan. '69 4	Schuylkill Valley. 50	576,050	J. & J.	Jan. '69 2
Boston and Lowell. 50	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort. 100	514,648	J. & J.	Jan. '69 3	Seaboard and Roanoke. 100	868,200		
Boston and Maine. 100	4,076,974	J. & J.	Jan. '69 5	Little Miami. 100	3,572,400	J. & D.	Jun. '69 3	Second Avenue (N. Y.). 100	670,000	A. & O.	Oct. '69 5
Boston and Providence. 100	8,380,000	J. & J.	Jan. '69 4	L. M. & C. and X. (Joint). 100	1,804,397	J. & D.	Jun. '68 3	Shamokin V. and Pottsv. 50	669,450	F. & A.	Feb. '69 3
Broadway (South Boston). 50	326,000	J. A. J. & O.	Apr. '69 2	Little Schuylkill. 100	2,646,100	J. & J.	Jan. '69 4	Shore Line. 100	632,200	J. & J.	Jan. '69 3
Broadway & 7th Av. (N. Y.). 100	2,100,000	J. & J.	Jun. '69 4	Lomb. and South St. (Ph.) 25	90,000			Sixth Avenue (N. Y.). 100	750,000		
Brooklyn City. 100	1,000,000	F. & A.	Feb. '69 3	Long Island. 50	8,000,000	F. M. A. N.	Aug. '66 2	Somerville. 100	75,000	M. & N.	Nov. '67 5
Brooklyn City & New'n. 100	399,800			Long Branch & Sea Shore. 50	95,194			South Carolina. 100	5,819,275		
Buffalo, Bradford & Pitts. 100	1,100,000			Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jan. '69 4	South Shore. 100	259,685		
Buff. New York & Erie. 100	950,000	M. & N.	N. '68 3	Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3	South Western, Georgia. 100	3,203,400	F. & A.	Aug. '68 4
Buffalo and Erie. 100	5,000,000	F. & A.	Feb. '69 4	Louisville and Nashville. 100	7,969,186	F. & A.	Feb. '69 4	Stony Brook. 100	267,200	J. & J.	Jul. '67 4
Cambridge Horse (Bot'n). 100	777,800	A. & O.	Apr. '69 4	Louisv. N. Alb. & Chicago. 100	2,800,000			Stony Brook. 100	267,200	M. & N.	May '69 3
Camden and Amboy. 100	7,921,412	F. & A.	Feb. '69 5	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '69 3	Stonewall and Indiana. 100	1,983,141		
Camden and Atlantic. pref. 50	600,000			Macon and Western. 100	2,000,000			Stockbridge & Pittsfield. 100	443,700		
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount n. 50	1,876,915			Summit Branch. 50	250,000	J. & J.	Jan. '69 5
Cape Cod Branch. 50	721,928	J. & J.	Jan. '69 3	Maine Central. 100	1,600,800			Syr. Bingham. and N. Y. 100	1,314,130		
Cape May and Millville. 100	447,000	J. & D.	Jun. '69 3	Manchester & Lawrence. 100	1,000,000	M. & N.	May '69 5	Taunton Branch. 100	250,000	J. & J.	Jan. '69 4
Catawissa. 50	1,160,000			Marietta & Cincinnati. 50	3,618,374			Tennessee and Alabama. 100	595,922		
Catawissa, pref. 50	2,200,000	M. & N.	May '69 3	Do. 1st pref. 50	6,586,135	M. & S.	Sep. '66 3	Terre Haute and Indiana. 50	1,885,150	J. & J.	Jan. '69 6
Chesapeake & Susquehanna. 50	589,110			Do. 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Third Avenue (N. Y.). 100	1,750,000		
Chesapeake and Mo. pref. 100	755,000	M. & N.	May '69 3	Memphis and Charleston. 100	5,312,725	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.). 50	2,700,000	J. & J.	Jan. '68 1
Central of Georgia. 100	4,696,900	J. & J.	Jan. '69 5	Memphis and Ohio. 100	570,000			Tol. Peoria and Warsaw. 100	1,700,000		
Central of New Jersey. 100	13,768,600	J. & J.	Jan. '69 2	Metropolitan (Boston). 100	1,250,000			Do. (E. D.) pref. 100	1,700,000		
Central Ohio. 100	2,600,000	J. & D.	Dec. '68 3	Michigan Central. 100	8,477,368	J. & J.	Jan. '69 1	Do. (W. D.) pref. 100	1,300,000		
Do. pref. 100	400,000	J. & D.	Dec. '68 3	Mich. So. & North. Ind. 100	10,659,400	F. & A.	Feb. '69 4	Tol. Wabash and West. 100	5,700,000		
Gen. Park, N. & E. River. 100	970,000			Do. guaranteed. 100	588,700	F. & A.	Feb. '69 5	Troy and Boston. 100	1,000,000	M. & N.	May '69 3
Chomung. 100	380,000	J. A. J. & O.	Apr. '69 2	Middlesex (Boston). 100	400,000			Troy and Greenbush. 100	607,111		
Cheshire, preferred. 100	2,017,825	Annual.	Jan. '69 4	Mill Creek and Mineh'g. 50	323,375	J. & J.	Jan. '69 5	Union Transpor'n (Bos.). 100	274,400	J. & D.	Jun. '67 3
Chicago and Alton. 100	5,141,800	M. & S.	Mar. '69 5	Millville and Gloucebor'. 50	405,020	F. & A.	Aug. '67 6	Union (Phila.). 50	200,000		
Do. pref. 100	2,425,400	M. & S.	Mar. '69 5	Millw. & Prairie du Chien. 100	2,329,000			Union (Phila.). 50	201,476	J. & J.	Jan. '69 3
Chicago, Burl. & Quincy. 50	12,500,000			Do. 1st pref. 100	1,000,000			Utica and Black River. 100	534,400	J. & J.	Jan. '69 4
Chicago, Iowa & Nebras. 100	2,600,000			Do. 2d pref. 100	1,000,000			Vermont and Canada. 100	2,600,000	J. & D.	Jun. '68 4
Chicago and Milwaukee. 100	2,227,000			Millw. & St. Paul. 100	7,151,100	J. & J.	Jan. '69 1	Vermont Central. 100	5,000,000		
Chicago & N. Western. 100	14,556,676	J. & D.	Jun. '69 5	Do. pref. 100	8,188,272	J. & J.	Do. '69 5	Vermont and Massachusetts. 100	2,800,000	J. & J.	Jan. '69 2
Do. pref. 100	16,356,287			M. Hill & Schuyl. Haven. 50	2,775,600	J. & J.	Jan. '69 4	Vicksburg and Meridian. 100	357,408		
Chicago, R. I. & Pacific. 100	14,000,000	Apr. '69	Apr. '69 5	Mobile and Ohio. 100	3,762,400	J. & D.	Dec. '67 4	Virginia Central. 100	3,353,579		
Cin. Ham. & Dayton. 100	3,521,864	Apr. '69	Apr. '69 5	Montgomery & W. Point. 100	1,644,101	J. & D.	Dec. '67 4	Virginia and Tennessee. 100	3,497,721		
Cincinnati City Passenger. 100	192,750	J. & J.	Jan. '68 2	Mt. Carbon & Ft. Carbon. 50	3,618,350	J. & J.	Dec. '67 4	Western Union. 100	2,707,082		
Citizens' Passenger (Phil.). 50	192,750	J. & J.	Jan. '68 2	Nashua and Lowell. 100	282,350	J. & J.	Jan. '69 5	West Jersey. 100	804,150		
Clev. Col. Cin. & Ind. 100	10,450,000	F. & A.	Feb. '69 3	Nashville & Chattanooga. 100	2,056,544	M. & N.	May '69 5	West Philadelphia. 100	249,100	J. & J.	Jan. '69 5
Cleveland & Mahoning. 100	2,056,400	M. & N.	May '69 3	Naugatuck. 100	1,436,600	F. & A.	Feb. '69 5	Wilm. and Weldon. 100	1,468,776		
Cleveland, Paines & Asht. 100	8,750,000	J. & J.	Jan. '69 4	New Bedford & Taunton. 100	600,000	J. & J.	Jan. '69 4	Winchester and Potomac. 100	1,547,650	J. & J.	Jan. '69 3
Cleveland and Pittsburg. 50	5,424,091	J. A. J. & O.	Apr. '69 2	New Haven & N. London. 100	738,538			Warren. 100	1,547,650		
Cleveland and Toledo. 50	6,000,000	J. & J.	Jan. '69 4	N. Haven & Northampton. 100	1,344,000	J. & J.	Jan. '68 3	Worcester and Nashua. 75	1,522,900	J. & J.	Jan. '69 4
Col. Ohi. & Indiana Cen. 100	11,420,000			New Jersey. 100	6,000,000	F. & A.	Feb. '69 5				
Columbus and Xenia. 50	1,786,200	J. & J.	Jun. '69 3	New London Northern. 100	895,000	M. & S.	Feb. '69 4				
Concord. 100	1,500,000	M. & N.	May '69 5	New York Central. 100	28,537,000	F. & A.	Feb. '69 4				
Concord & Portsmouth. 100	350,000	J. & D.	Dec. '68 3	Do. Int. certificate. 100	22,829,600						
Coney Island & Brooklyn. 100	800,000			New York and Harlem. 50	6,255,050	J. & J.	Jan. '69 4				
Conn. & Passum. Rivers. 100	132,000			Do. pref. 50	1,600,000	J. & J.	Jan. '69 4				
Do. do. pref. 100	1,822,100	J. & J.	Jan. '69 3	New York & New Haven. 100	6,000,000	J. & J.	Jan. '69 5				
Connecticut River. 100	1,700,000	J. & J.	Jan. '69 5	N. Y., Provid. & Boston. 100	2,000,000	J. & J.	Jan. '69 3				
Cumberland and Vail. 50	1,316,900	A. & O.	Oct. '68 4	Nlag. Bridge & Cananda. 100	1,000,000	J. & J.	Jan. '69 3				
Danbury and Neww. 100	400,000			Ninth Avenue. 100	797,400						
Dayton and Michigan. 100	2,392,321	J. & J.	Jan. '69 3	North Carolina. 100	4,000,000						
Delaware. 100	594,220	J. & J.	Jan. '69 3	Northern Central. 50	4,494,900	F. M. A. N.	May '69 2				
Del. Lackaw. & Western. 50	13,350,020	J. & J.	Jan. '69 5	North Eastern (S. C.) pref. 100	135,000						
Des Moines Valley. 100	1,820,200			Northern of N. Hampsh. 100	3,067,400	J. & D.	June '69 4				
Detroit & Milwaukee. 100	1,047,350			North Pennsylvania. 50	3,150,150						
Do. pref. 100	1,500,000			Norwich and Worcester. 100	2,363,600	J. & J.	Jan. '69 3				
D. Dock, E. B'dw. & Bat. 100	1,200,000			Ogdensb. & L. Champl'n. 100	3,024,000	J. & J.	Jan. '69 3				
Dubuque and Sioux City. 100	1,073,941	Annual.	July '69 3	Do. pref. 100	1,994,900	A. & O.	Apr. '69 4				
Do. do. pref. 100	1,987,351	J. & J.	July '69 3	Ohio and Mississippi. 100	20,000,000						
Eastern (Mass.). 100	3,883,500	J. & J.	Jan. '69 4	Do. pref. 100	8,500,000	J. & D.	Jun. '69 3				
Eastern (N. H.). 100	492,600	J. & J.	Jan. '69 4	Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Apr. '69 2				
East Pennsylvania. 100	654,900			Old Colony and Newport. 100	4,848,320	J. & J.	Jan. '69 3				
East Tenn. and Georgia. 100	2,399,730			Orange and Newark. 100	281,550						
East Tenn. and Virginia. 100	657,800			Oswego and Syracuse. 50	482,400	F. & A.	Feb. '69 4				
Eight Avenue (N. Y.). 100	1,000,000	J. A. J. & O.	Jan. '68 4	Pacific of Missouri. 100	3,614,515						
Elm. Jeffers & Canand. 100	600,000	F. & A.	Feb. '69 2	Panama. 100	7,000,000	J. A. J. & O.	Apr. '69 5				
Elmira & Williamsport. 50	600,000	M. & N.	Nov. '68 2	Paterson and Ramapo. 100	248,500	J. & J.	Jan. '69 3				
Do. do. pref. 50	600,000	J. & J.	Jan. '69 3	Paterson and Hudson River. 100	630,000	J. & J.	Jan. '69 3				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886.	475,641	433,279	385,991	412,621	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,690,119
1887.	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1888.	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910		
Chicago and Alton:													
1883.	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1884.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1885.	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1886.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,605,153
1887.	243,787	157,832	235,961	282,165	335,510	342,358	354,242	415,982	408,999	426,752	359,102	330,169	3,892,861
1888.	276,117	276,140	267,094	279,121	303,842	384,504	404,012	558,101	486,106	503,746	409,569	361,701	4,508,643
1889.	339,762	304,828	393,648	331,149									
Chicago, Rock Island and Pacific:													
1883.	140,024	120,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,297
1884.	158,735	175,482	245,150	155,013	198,679	245,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1885.	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,770	3,313,514
1886.	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1887.	292,047	224,621	272,454	268,069	297,025	276,681	297,513	444,024	566,403	596,549	442,275	377,053	4,805,614
1888.	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1889.	333,300	308,200	398,700	302,900									
Chicago and Northwestern:													
1883.	140,024	120,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,297
1884.	158,735	175,482	245,150	155,013	198,679	245,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1885.	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,770	3,313,514
1886.	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1887.	292,047	224,621	272,454	268,069	297,025	276,681	297,513	444,024	566,403	596,549	442,275	377,053	4,805,614
1888.	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1889.	333,300	308,200	398,700	302,900									
Erie:													
1886.	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,110	14,596,413
1887.	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043						
Illinois Central:													
1882.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,643	410,336	372,593	359,463	3,445,827
1883.	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,079	424,531	4,571,028
1884.	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1885.	571,536	628,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1886.	603,053	605,266	605,405	411,005	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1887.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1888.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,699
1889.	588,783	711,559	595,355										
Marietta and Cincinnati:													
1886.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887.	94,136	78,976	92,910	92,768	90,526	96,555	106,594	114,716	121,217	142,823	132,587	123,383	1,278,713
1888.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,096
1889.	95,517	91,686	103,553	109,526									
Michigan Southern & Northern Indiana:													
1883.	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1884.	256,000	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,984	411,806	4,120,152
1885.	363,996	306,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1886.	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,860,328
1887.	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	330,034	4,663,808
1888.	362,021	338,335	381,497	455,983	400,486	363,560	301,495	436,781	512,523	532,061	419,005	426,313	4,929,050
1889.	378,781	363,881	453,481	473,544									
Michigan Central:													
1882.	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1883.	242,073	235,858	236,432	238,495	236,433	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884.	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885.	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1886.	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1887.	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1888.	343,316	304,515	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1889.	384,120	320,636	386,527	411,514									
Milwaukee and St. Paul:													
1887.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,083,608
1888.	368,487	350,884	333,281	435,629	505,718	458,094	423,247	622,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1889.	454,130	330,233	420,774	460,287									
New York Central:													
1885.	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1886.	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,867	14,143,216
1887.	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673				
Ohio and Mississippi:													
1884.	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1885.	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1886.	297,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,456	281,613	3,890,583
1887.	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1888.	211,973	231,351	265,905	252,149	240,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1889.	180,366	216,080	221,459	214,409									
Philadelphia and Reading:													
1882.	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1883.	351,885	361,834	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	746,955	624,009	6,324,083
1884.	436,742	532,786	617,021	609,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1885.	653,053	608,305	116,215	928,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1886.	738,												

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, June 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874 123	3,578,696	5	April & Oct.	'69-'88	100
.. coupon		5	"	1874 121	3,506,580	5	"	"	'88-'90
Loan of June 22, 1860.....registered	7,022,000	5	"	1871 133	1,166,500	5	"	"	'90-'94
.. coupon		5	"	1871	200,000	5	Jan. & July.	'69-'71	100
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,400	6	"	1881 121	—Eastern R. R. Loan.....	400,000	6	"	1877
and March 3, 1863.....coupon		6	"	1881 121	—Nor. & Wore. R. R. Loan.....	290,400	6	"	1900
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	—B. H. & Erie R. R. Loan, stg.	171,000	5	Various.	1870
.. (5-20s).....registered		6	July.	1881	—State Scrip (var.).....	117,000	5	"	1872
.. coupon		6	"	1881		125,000	5	April & Oct.	1873
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	6	May & Nov.	1882 117		244,000	5	Various.	1874
.. coupon		6	"	1882 122		162,000	6	June & Dec.	'70-'72
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	"	1884 116		50,000	6	"	1877
.. coupon		6	"	1884 117	—Union Fund Loan of 1861....	200,000	6	Jan. & July.	1871
Loan of June 30, 1864 (5-20s).....registered	125,561,300	6	"	1884 116		650,000	6	"	'72-'73
.. coupon		6	"	1884 117		720,000	6	"	'74-'75
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	1885 117		1,430,000	6	"	1876
.. coupon		6	"	1885 118		600,000	5	"	'77-'78
.. 2d series (5-20s).....registered	332,998,950	6	Jan. & July.	1886 119	—Back Bay Loan of 1862-'63....	220,000	5	May & Nov.	1880
.. coupon		6	"	1886 119	—Bounty Fund Loan of 1863....	200,000	5	Jan. & July.	1883
.. 3d series (5-20s).....registered	379,534,450	6	"	1887 119		4,000,744	5	May & Nov.	1894
.. coupon		6	"	1887 119		4,379,500	5	"	1894 109
.. 4th series (5-20s).....registered	42,539,350	6	"	1888	—Coast Defense Loan of 1863....	3,505,000	6	Jan. & July.	1883
.. coupon		6	"	1888 119	—War Fund 5-20 Loan.....	919,324	6	Mar. & Sept.	1886 101
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904 108	—Three Years' Loan.....	86,000	6	Var.	3 yrs.
.. coupon		5	"	1904 109	Michigan—Sault Canal Bonds.....	200,000	6	Jan. & July.	1879
Union Pacific R. R. Bonds.....(currency)	58,638,320	6	Jan. & July.	'95-'99 107	.. —Renewal Loan.....	1,728,000	6	"	1878
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	"	Dem.	.. —Two Million Loan.....	896,000	7	"	'73-'83
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	"	.. —War Loan.....	463,000	7	"	1886
Loans of 1842, 1847 and 1848.....	132,100	6	"	Due.	.. —Bounty Loan.....	2,275,000	7	May & Nov.	1890
Texas Indemnity Bonds of Sept. 9, 1850.....	222,000	5	"	Due.	Minnesota—*Railroad Loan.....	7,000,000	6	Jan. & July.	1883
Treasury Notes prior to 1857.....	104,511	6	"	Due.	Mississippi—*State Bonds (for banks).....	453,000	6	Jan. & July.	'41-'71
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	"	Due.	Missouri—State Bonds proper.....	2,830,000	6	Jan. & July.	'62-'90 99
Treasury Notes (7-30s).....	35,000	7	"	Due.	.. —Consols. (interest).....	13,734,000	6	"	1887
Certificates of Indebtedness.....	12,000	6	"	Due.	.. —Railroad Loans.....	1,589,000	7	"	'82-'90
Compound Interest Notes of 1863 and 1864.....	2,956,350	6	"	Due.	.. —S. W. Pacific, guar.....	3,000,000	6	"	'81-'87
Temporary Loan of June 30, 1864.....	186,610	var	"	Due.	.. —Han. and St. Jo. R. R. Loan.....		6	"	'81-'85 95
U. S. Notes (greenbacks).....	389,511,567	nil.	"	Dem.	Nebraska—(No Account).....				
Fractional Currency.....		"	"	"	Nevada—(No Account).....				
State Securities, latest dates.					New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78 99
Alabama—State Bonds.....	168,900	5	May & Nov.	1872 67	.. .. .. of Sept. 1, 1861.....	600,000	6	Mar. & Sept.	'84-'89 98
.. (extended).....	2,414,800	5	"	'83-'85	.. .. .. of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'69-'74
.. (sterling).....	770,500	6	Jan. & July.	'70-'86	.. .. .. of July 1, 1866.....	500,000	6	Jan. & July.	1869
.. (new).....	732,800	5	"	1886	New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84 101
.. (sterling).....	660,200	8	"	'94-'95 100	.. .. .. of 1863 (free).....	1,002,900	6	"	'86-'94
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861	.. .. .. of 1864.....	593,409	6	"	'97-'02
.. (State Bank).....	440,000	6	Jan. & July.	1868	New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877 132	.. .. ..	800,000	6	"	1878
.. 1860.....	177,500	7	"	1880	.. .. ..	1,189,781	6	"	pleas.
.. Soldiers' Relief Bonds.....	470,500	7	"	'83-'85	.. .. ..	900,000	5	"	1875
.. Bounty Bonds.....	982,000	7	"	'83-'85	.. .. ..	348,107	5	"	pleas.
Connecticut—War Bonds, M'y '61, (10 or 20yr).....		6	Jan. & July.	'71-'81 99	.. .. ..	2,607,300	6	J. A. J. & O.	1872 102
.. Oct. '61, (10 or 20yr).....		6	"	'72-'82	.. .. ..	5,728,300	6	"	1873 103
.. Nov. 1863.....	7,513,692	6	"	1883	.. .. ..	2,250,000	6	"	1874
.. M'y '64, (10 or 20yr).....		6	"	1883	.. .. ..	500,000	6	"	1875 102
.. May 1, 1865, (free).....		6	April & Oct.	'74-'78	.. .. ..	900,000	6	"	1877
.. (various) registered	807,500	6	"	1885	.. .. ..	2,035,800	6	"	1874
Florida—State Bonds.....	500,000	8	Various.	Var.	.. .. ..	3,757,000	7	Jan. & July.	1877 109
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	Var.	.. .. ..	22,186,000	7	Jan. & July.	1877 110
.. (Act March 12, 1866).....	176,000	7	"	Var.	North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	'69-'91 61
.. (W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886	.. .. .. (new).....	3,059,045	6	"	'92-'98 67
.. (sterling).....	1,519,000	6	Jan. & July.	'68-'74 83	.. .. .. (Chatham R. R.).....	3,200,000	6	Jan. & July.	1900
.. (Atl. and Gulf R. R.).....	75,000	6	May & Oct.	1874	.. .. .. (funding).....	2,439,900	6	Jan. & July.	1898
.. (sterling).....	724,000	5	Feb. & Aug.	'78-'86	Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870 100
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870	.. .. ..	1,600,000	6	"	1875 100
.. Interest Bonds.....	996,649	6	"	1877	.. .. ..	4,095,309	6	"	1881
.. Liquidation Bonds.....	193,400	6	"	1865	.. .. ..	2,400,000	6	"	1886 103
.. Refunded Stock.....	985,900	6	"	'69-'77	.. .. ..	400,000	6	May & Nov.	1871
.. Thornton Loan Bonds.....	104,000	6	"	1869	.. .. ..	94,015	7	Jan. & July.	1884
.. War Loan Bonds.....	543,200	6	"	1879 100	Oregon—Bounty Bonds.....	82,142	7	"	1874
.. Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870	.. .. .. Relief Bonds.....		6	Various.	Due.
.. ".....registered	535,367	6	"	1870	Pennsylvania—State Stocks.....	2,797,910	5	"	1870 98
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866 97	.. .. ..	1,642,128	5	Jan. & July.	1882
.. War Loan Bonds.....	210,000	6	May & Nov.	1888	.. .. ..	4,724,000	5	Various.	'72-'82 93
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868	.. .. ..	112,000	5	Jan. & July.	1879
.. War and Defense Bonds of 1861.....	300,000	7	"	1881	.. .. ..	400,000	4	April & Oct.	1879
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	.. .. ..	4,907,150	6	Feb. & Aug.	1872 104
.. Territorial Debt Bonds.....	100,000	6	July.	'83-'84	.. .. ..	7,909,600	6	"	1877 107
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	.. .. ..	9,273,050	6	"	1882 108
.. War Loan Bonds.....	339,000	6	May & Nov.	1879	.. .. ..	910,200	5	"	'72-'87
.. Military Bonds.....	160,000	5	April & Oct.	'69-'73	.. .. ..	2,820,750	5	"	1871 102
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Various.	'80-'93	Rhode Island—War Loan of 1861.....	30,000	6	April & Oct.	1871
.. (Railroads).....	2,092,000	6	Jan. & July.	1893	.. .. .. of 1862.....	1,157,000	6	Mar. & Sept.	1882 99
.. (Charity Hospital).....	86,000	6	Mar. & Sept.	1872	.. .. .. of 1863.....	214,000	6	April & Oct.	1883
.. (Levees).....	1,000,000	6	Various.	1886 67	.. .. .. of 1863.....	776,000	6	Jan. & July.	1893
.. (1867).....	2,414,000	6	May & Nov.	1907	.. .. .. of 1864.....	851,000	6	Feb. & Aug.	1894
.. (1868).....	3,000,000	8	"	1908 87	South Carolina—Fire Loan, 1839.....	314,454	6	J. A. J. & O.	1870
.. (Funding).....	494,800	6	Various.	'86-'88	.. .. .. (stg.).....	484,445	5	"	1868
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	.. .. ..	2,386,000	6	Jan. & July.	'71-'90
.. War Loan of 1861.....	171,000	6	"	'75-'78	.. .. ..	1,000,000	6	"	'75-'79
.. 1863.....	800,000	6	"	1871	.. .. ..	1,252,971	6	"	'70-'90
.. 1864.....	525,000	6	"	1883	Tennessee—State Bonds.....	1,898,640	5	April & Oct.	Var.
.. 1864.....	2,832,500	6	June & Dec.	1889 99	.. .. ..	259,160	5	"	"
.. Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880 99	.. .. ..	1,706,000	6	"	"
Maryland—Sterling Bonds of 1838.....	802,000	5	J. A. J. & O.	1865	.. .. ..	25,903,000	6	Jan. & July.	long.
.. converted.....	2,252,112	5	"	'89-'90	.. .. ..	2,172,000	6	"	Var.
.. Currency Bonds of 1837.....	269,000	5	"	'89-'90 96	.. .. ..	4,677,950	6	"	64
.. 1827.....	24,000	5	"	1880	Texas—No legal debt.....				
.. 1834-'35.....	1,438,423	5	"	'70-'85 95	Vermont—State Bonds				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	" "	" "	1887	....	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	" "	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	" "	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	202,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	" "	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	.....	7	— & —	New York.	1916	01½
1st Mortgage (Extension).....	4,000,000	7.3	" "	" "	1896	....	Central Branch Union Pacific:						
Androscoogin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	93
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	90½
1st Mortgage (Pennsylvania).....	2,151,500	7*	" "	" "	1877	....	2d Mortgage.....	600,000	7	May & Nov.	" "	1875	102
1st Mortgage (Ohio).....	3,749,900	7	" "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83½
1st Mortgage (Buffalo Extension).....	1,382,500	7*	April & Oct.	" "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	" "	1884	....	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" "	" "	1885	111½
2d Mortgage (Pennsylvania).....	757,500	7*	" "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	" "	1883	....	National Loan.....	21,003,000	6	" "	" "	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	" "	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" "	New York.	18—	....	1st Mortgage for \$500,000.....	\$34,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" "	" "	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.)..	500,000	7	" "	" "	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free..	.....	7	Jan. & July.	" "	1897	84	2d Mortgage.....	75,000	7	— & —	" "	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	1868-70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	1875-80	91½
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
Loan of 1855.....	863,250	6	Jan. & July.	" "	1875	92½	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	102½
Loan of 1850.....	579,500	6	" "	" "	1880	90½	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" "	1883	94
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	91	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" "	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	" "	1873	....	Trust Mortgage, convertible ..	150,000	8	" "	" "	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	" "	1885	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)..	1,225,000	7	Jan. & July.	New York.	1870-90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" "	" "	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	86½
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	.....	7	" "	" "	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½	Chicago and Milwaukee (45 m'ls):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½	1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" "	1877	80	3d Mortgage (") ..	37,900	7	Feb. & Aug.	" "	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	" "	1883	91½
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage (B. C. and F. R.R.)	300,000	6	" "	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	88½
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....
1st Mort. (Cone. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½	Equipment Bonds.....	133,000	7	April & Oct.	" "	1874	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Sinking Fund Mortgage.....	500,000	6	" "	Boston.	1889	92½	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	100
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	" "	1883-71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	" "	1899	63	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
Boston and Lowell:							1st Mortgage (Peninsula R.R.)..	1,075,000	7	March & Sept.	" "	1893	....
Company bonds (no mortgage) ..	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	" "	1896	....
Company bonds (no mortgage) ..	200,000	6	April & Oct.	" "	1879	98½	1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Company bonds (no mortgage) ..	304,600	6	" "	" "	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100
Company bonds (no mortgage) ..	94,382	6	April & Oct.	Boston.	08-77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98½
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.(C.C. & I.C.R.R.):						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	.....	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	.....	7	May & Nov.	" "	1886	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	New York.	18—	....	1st Mortgage.....	405,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	" "	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1882	75
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86½	1st Mortgage.....	1,200,000	7	— & —	New York.	1883	....
2d Mortgage.....	380,000	7	May & Nov.	" "	1872	82	Cincinnati and Martinsville:						
Burlington and Missouri River:							1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1893	89	Cincinnati, Richmond & Chicago:						
General Mortgage.....	1,288,000	7	" "	" "	1870	87	1st Mortgage.....	560,000	7	— & —	New York.	1895	....
Unsecured b'ds con. info. pref. st.	1,200,000	8	Jan. & July.	" "	1878	98½	Cincinnati and Zanesville:						
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Camden and Amboy:							Cleveland, Columbus and Cine.:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....	1st Mortgage.....	425,000	7	Jan. & July.	New York.	1868-90	....
Loan for \$500,000.....	210,000	6	April & Oct.	New York.	1867	....	Cleveland and Mahoning:						
Loan for \$800,000.....	338,040	6	" "	" "	1870	98	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Loan for \$675,000.....	675,000	6	" "	" "	1875	90	2d Mortgage.....	587,000	8	March & Sept.	" "	1876	....
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	" "	1883	89½	Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Loan for \$2,500,000.....	867,000	6	May & Nov.	" "	1889	86½	Cleveland and Pittsburg:						
Consol. Mortgage for \$5,000,000	4,437,300	6	June & Dec.	" "	1889	93	2d Mortgage (or 1st Extension)...	1,130,000	7	March & Sept.	New York.	1873	98
Camden and Atlantic:							3d Mortgage (or 2d Extension)...	1,603,000	7	May & Nov.	" "	1875	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage.....	1,000,000	7	" "	" "	1881	91½	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	89
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	80½
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867	91½	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	78½
1st Mort. (June R. R. 2d Div.)..	126,000	7	June & Dec.	" "	1882	91½	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	78½
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" "	1886	91½	Sterling Loan \$800,000.....	4,844,400	7*	March & Sept.	London.	1875	99½
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	99½
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	91½	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	99½
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.	.....	7	April & Oct.	New York.	1908	86½	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1860	99½
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	99½
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	85½	Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" "	1881	99½
2d Mortgage.....	816,000	7	" "	" "	18—	80	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	80	1st Mortgage.....	200,000	7	" "	Providence.	18—	99½
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	91½	1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	99½
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	" "	New York.	18—	99½
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	98
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	99½
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	91½	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	99½
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869	91½	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	99½
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" "	1869	91½	Grand Trunk (Can.)						
Bonds of July, 1867.....	98,000	6	" "	" "	1877	91½	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	99½
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	99½
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	91½	3d Preference Stock.....	3,414,094	4*	" "	" "	18—	99½
Cumberland Valley:							4th Preference Stock.....	26,592,860	4*	" "	" "	18—	99½
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	91½	Equipment Bonds.....	2,453,333	6*	April & Oct.	" "	18—	99½
2d Mortgage.....	109,500	8	" "	" "	1904	91½	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	99½
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	91½	Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,088.....	2,782,387	6*	" "	Ottawa.	99½	99½
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	91½	Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	73-76	99½
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	6*	" "	" "	77-78	99½
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	91½	Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	99½
2d Mortgage.....	2,589,000	7	" "	" "	1881	91½	Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	91½	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94	91½	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	99½
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	89
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	91½	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	79½
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	91½	Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft.	91½	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	99½
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	91½	Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "	1882	91½	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	95
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	95
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1883	108½
Guaranteed Bonds.....	100,000	6	" "	" "	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	122
State Loan.....	170,000	6	" "	" "	1876	90	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	99½
Delaware, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	94	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	93½	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	91½	1st Mort. (R. Island 26.52 m.)...	481,000	7	Jan. & July.	Hartford.	1876	99½
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	91½	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	" "	1876	99½
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	91½	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	99½
2d Mortgage.....	1,000,000	8	" "	" "	1884	91½	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	91½	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	99½
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	91½	2d Mortgage.....	96,000	7	" "	" "	1885	99½
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886	91½	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	Apr. & Oct.	New York.	67 '00	99½
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	91½	1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	99½
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.)...	.....	6	" "	" "	1891	99½
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	91½	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	91½	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	99½
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	" "	" "	1869	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	" "	" "	1870	99½
1st Mortgage (construction).....	660,000	7	" "	" "	1894	91½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	91½	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	91½	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	99½
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	91½	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	99½
East Brandywine & Waynesboro:							Consol. Mortgage.....	728,245	7	April & Oct.	" "	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	91½	Illinois Central:						
Eastern:							Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	1868-72	91½	Construction.....	437,500	6	" "	" "	1875	99½
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	91½	Redemption.....	2,560,500	6	" "	" "	1890	99½
2d Mortgage, convertible.....	789,000	6	Feb. & Aug.	Boston.	1874	95½	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	99½
1st Mortgage, (Essex Railroad) ..	214,400	6	Jan. & July.	" "	1876	95½	Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	" "	1885	94	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	99½
East Pennsylvania:							Indianapolis, Cin. and Lafayette:					</	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....	Tennessee State Loan.....	317,800	6	" "	" "	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96½	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	" "	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,583,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	1,669,800	6	" "	Mobila.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	388,900	8	Jan. & July.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '81, '82, '85 and '87.....	556,421	8	May & Nov.	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Liquidation (10 year) bonds.....	607,900	8	" "	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	607,900	8	" "	Mobile.	1882	38
1st Mortgage.....	.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufaula:						
1st Mortgage (Extension).....	.....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....	.....	7	April & Oct.	" "	1889	....	Montgomery and West Point:						
2d Mortgage (Extension).....	.....	7	May & Nov.	" "	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds.....	306,900	8	" "	" "	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	" "	" "	1881	82
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	90½
Lexington and Frankfort:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	94½
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'09-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan.....	150,000	6	" "	" "	18—	....
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	" "	1898	97½	Tenn. Coupons Funded.....	428,270	6	" "	" "	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1890	....	Income Bonds (Tenn. and Ala.).....	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage.....	792,050	6	" "	" "	'71-'83	....
1st Mortgage.....	509,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	Newark and New York:						
Louisville, Cinclin. and Lexington:							1st Mortgage.....	600,000	—	— & —	New York.	18—	....
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan.....	100,000	6	" "	" "	1881	....	1st Mortgage, Sterling.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'70-'75	....	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	" "	1877	....
1st Mortgage, Bardston Branch.....	27,500	7	Jan. & July.	" "	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	" "	'80-'85	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1899	....
Louisville Loan, Main Stem.....	848,000	6	April & Oct.	" "	'86-'87	....	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	" "	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	" "	1893	....	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'73-'87	93
Consolid. 1st mort. for \$8,000,000.....	.....	7	" "	" "	1898	....	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia.....	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	70
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	91
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	....	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bangor City Loan.....	660,000	6	April & Oct.	" "	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Marietta and Cincinnati:							Bonds for real estate.....	182,000	6	" "	" "	1883	87
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½	Bonds and mortgages.....	58,215	7	various.	" "	var.	....
1st Mortgage, Sterling.....	1,000,000	7*	" "	London.	1892	....	Convertible bonds.....	210,000	7	Feb. & Aug.	" "	1876	120
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	70	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "	1887	90½
Scioto and Hoeking Valley.....	300,000	7	" "	" "	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	85	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	" "	1893	....
Memphis, Clarksville & Louisv.:							New York and New Haven:						
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1876	94½
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	....
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	" "	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½	2d Mortgage.....	228,600	8	" "	" "	'65-'70	80
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....	1st Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1869	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	123	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98½	2d Mortgage for \$300,000.....	145,000	7	Jan. & July.	" "	1868	....
2d Mortgage.....	2,693,000	7	" "	" "	1877	93½	Interest Certificates.....	228,086	7	Jan. & July.	" "	1875	....
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	....	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	88½
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Milwaukee & Chicago, (40 miles):							Chattel Mortgage.....	377,385	10	April & Oct.	" "	1887	109
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	274,500	7	— & —	" "	18—	88½
3d Mortgage, (")	10,500	7	June & Dec.	" "	1898	....	North Shore, S. I.:						
Milwaukee and Prairie du Chien:							1st Mortgage.....	110,200	7	— & —	New York.	18—	....
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	Northern Central:						
Milwaukee and St. Paul:							1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	95	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "	1885	86½
2d Mortgage.....	1,476,000	7	April & Oct.	" "	1884	84	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" "	1900	85
1st Mortgage (P. du C.).....	3,582,000	8	" "	" "	18—	105	Consol. 2d Mort. for \$6,000,000..	952,000	6*	Jan. & July.	" "	1900	....
2d Mortgage (P. du C.).....	739,000	7.3	" "	" "	18—	93½	Northern New Hampshire:						
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	91	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
Minnesota Valley:							Northern New Jersey:						
1st Mortgage \$6,000 per mile.....	100,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	....
Mississippi Central:							North Western Virginia:						
1st Mortgage.....	1,246,000	8	May & Nov.	New York.	18—	72	1st Mortgage.....	493,000	6	Jan. & July.	Baltimore.	187—	93½
2d Mortgage.....	1,517,000	8	Feb. & Aug.	" "	18—	49	2d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	" "	1873	90
Tenn. State Loan.....	1,078,980	6	Jan. & July.	" "	1896	3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	" "	1896	90

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....	.....	8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	.....	7	Jan. & July.	"	1898	86	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94½	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O...	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (20 and 30 years)...	7,000,000	5	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	346,000	7*	Feb. & Aug.	"	1875	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1910	96
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	92	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. { Harriest. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½	Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
2d Mort. { " " }	2,594,000	6	April & Oct.	"	1875	97	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d M. stg. { " " }	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Philadelphia and Baltimore Cent:							2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76½
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	85
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	88	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97½
2d Mortgage.....	4,000,000	7	"	"	1901	89½	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist:							1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	96½	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	90	General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94½	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	....	Salem:						
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	105½	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia, Wilmington & Balt:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	93	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	815,200	7	"	"	1875	....
Pittsburg and Connelleville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104½	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....	3d Mortgage.....	71,000	7	"	"	1870	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.)							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000...	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,031½	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,500	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97½
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65½	Dollar Bonds	936,500	6	"	Boston.	1875	98½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by ATL & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Springfield and Columbus:							Wilm. Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	55	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½	Stg. State Loan	85,333	6	August	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.)						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83½	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equip'm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	77	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	84	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	91½	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	....	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1866	78	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40	2d Loan	5,606,122	6	"	"	1884	84
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101½	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½	Convertible Loan	1,201,850	6	"	"	1877	83
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	....	2d Mortgage	57,000	6	"	"	18—	....
2d Mortgage	293,200	7	"	New York.	1859	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" 2d class	850,000	7	" or	"	1890	....	Boat Loan	232,087	6	"	"	1885	77
" 3d class	154,000	7	April & Oct.	"	1890	....	North Branch:						
" 4th class	1,293,000	7	"	"	1890	....	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	....	....	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	....	....	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80½
Virginia Central:							2d Mortgage	3,980,676	6	Jan. & July.	"	1882	70
State Loan	210,000	6	Jan. & July.	New York.	1891	....	Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	57
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
2d Mortgage	23,500	6	"	"	1879	64½	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66½	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1866	....	Wyoming Valley:						
Funding Bonds (\$1,000,000)	734,000	8	"	"	18—	72½	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C. R. R. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	97
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....	Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic."

Abstract of General Balance Sheet.																					
Year ending.	Railroad			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.		
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.		Freight.	Net.	Dividends.
Sept. 30, 1897	25.0	1.0	1.0	1.0	1.0	1.0	Adirondack	2,079,088	land, etc.	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	10,439,992	100
Sept. 30, 1897	114.0	8.9	1.0	1.0	1.0	1.0	Alabama	2,401,766	364,073	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	68,865	100
Sept. 30, 1897	125.0	1.0	1.0	1.0	1.0	1.0	Alabama and Georgia	5,839,498	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	227,619	100
Oct. 31, 1897	132.0	1.0	1.0	1.0	1.0	1.0	Allegheny Valley	6,000,000	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	535,823	100
Nov. 30, 1897	23.5	5.0	1.0	1.0	1.0	1.0	Androscooggin	6,000,000	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	58,752	100
Nov. 30, 1897	23.0	1.0	1.0	1.0	1.0	1.0	Ashuelot	6,000,000	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	186,132	100
Nov. 30, 1897	86.0	8.2	1.0	1.0	1.0	1.0	Atlanta and West Point	6,000,000	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	331,071	100
Nov. 30, 1897	37.3	38.2	85.6	156.9	56.3	37.3	Atlantic and Great West	6,000,000	547,987	142,248	4,188,000	915,000	418,711	18,493	25.0	127,192	101,501	127,192	101,501	151,667	100
Oct. 31, 1897	387.3	12.1	9.1	45.0	17.1	9.1	Atlantic and Gulf	5,812,749	63,417	404,447	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	429,555	825,470	50
May 31, 1897	94.9	1.5	25.0	4.0	17.1	4.0	Atlantic and North Carolina	5,978,892	2,000	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Sept. 30, 1897	149.0	1.0	0.5	2.0	1.0	1.0	Avon, Genesee and Mount Morris	1,588,000	6,048,000	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Sept. 30, 1897	176.5	8.0	329.0	290	137	27	Baltimore and Ohio	22,591,011	4,609,645	3,210,726	16,151,962	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	1,619,575	100
Sept. 30, 1897	37.6	1.0	1.0	1,650,000	1,650,000	1,650,000	Washington Branch	1,650,000	404,340	3,210,726	16,151,962	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	825,470	50	
Sept. 30, 1897	103.5	1.0	1.0	1,650,000	1,650,000	1,650,000	Parkersburg Branch	1,650,000	404,340	3,210,726	16,151,962	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	825,470	50	
Dec. 31, 1897	45.0	1.0	1.0	1,650,000	1,650,000	1,650,000	Bay de Noquet and Marquette	1,645,000	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Dec. 31, 1897	263.0	4.5	36	6,048,000	6,048,000	6,048,000	Bellevue	6,048,000	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Nov. 30, 1897	21.2	9.1	20	3,673,940	3,673,940	3,673,940	Belvidere Delaware	3,673,940	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Nov. 30, 1897	21.2	9.1	20	3,673,940	3,673,940	3,673,940	Berkshire	3,673,940	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Nov. 30, 1897	47.0	5.5	6.1	1,083,500	1,083,500	1,083,500	Birmingham and Rutland	1,083,500	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Nov. 30, 1897	15.5	5.4	3	582,346	582,346	582,346	Birmingham and Rutland	582,346	592,020	12,710	2,932,900	2,932,900	1,049,166	5,195,875	565.7	429,555	429,555	429,555	825,470	50	
Nov. 30, 1897	200.0	41.1	250.8	143	110	110	Boston and Albany	1,388,457	4,555,514	13,885,457	13,885,457	6,764,520	36,352	2,907,662	241.7	93,988	93,988	93,988	93,988	6,029,210	100
Nov. 30, 1897	28.9	2.1	13.0	829,935	829,935	829,935	Boston and Clinton	829,935	4,555,514	13,885,457	13,885,457	6,764,520	36,352	2,907,662	241.7	93,988	93,988	93,988	93,988	18,733	100
Nov. 30, 1897	85.8	1.0	6.7	2,850,000	2,850,000	2,850,000	Boston, Concord and Montreal	2,850,000	4,555,514	13,885,457	13,885,457	6,764,520	36,352	2,907,662	241.7	93,988	93,988	93,988	93,988	99,971	100
Nov. 30, 1897	88.8	1.0	12.0	18	12	12	Boston, Hart and Erie	18,829,185	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	150,949	100
Nov. 30, 1897	78.8	1.0	4.3	2,469,961	2,469,961	2,469,961	Boston and Lowell	2,469,961	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	309,577	100
Nov. 30, 1897	74.3	1.0	54.4	192,623	192,623	192,623	Boston and Maine	192,623	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	100,758	100
Nov. 30, 1897	74.3	1.0	54.4	192,623	192,623	192,623	Boston and Maine	192,623	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	254,805	100
Nov. 30, 1897	47.0	7.0	46.5	3,152,600	3,152,600	3,152,600	Boston and Providence	3,152,600	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,505,462	100
Nov. 30, 1897	47.0	7.0	46.5	3,152,600	3,152,600	3,152,600	Boston and Worcester	3,152,600	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,505,462	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb.	2,800,000	366,916	96,454	1,800,000	1,800,000	4,020,11	421,359	114.3	93,988	93,988	93,988	93,988	1,068,147	100
Nov. 30, 1897	20.0	2.0	2.0	2,800,000	2,800,000	2,800,000	Buff, Bradford and Pittsb														

Dec. 31, 1897	191,917	9.9	60.3	47	28	120	Cleveland, Columbus & Cincinnati, Ohio.	4,947,509	843,250	1,777,513	452,984	6,000,000	425,000	395,997	187.8	1,123,619	18,477,297	51,291,897	3,991,028	554,607	8	100	75
Dec. 31, 1897	191,917	49.9	32.0	43	29	120	Cleveland, Col. Gin. & Ind., Ohio & Ind.	10,938,869				2,000,000	2,000,000		1,251,619			1,087,176		8	100	75	
Dec. 31, 1897	191,917	11.0	32.0	43	29	120	Cleveland and Mahoning, Ohio.	3,599,000				1,542,000	1,542,000					2,056,000		8	100	75	
Oct. 31, 1897	191,917	40.7		42	31	11	1,078	Cleveland and Mahoning, Ohio.	3,599,000				1,542,000	1,542,000				2,056,000		8	100	75	
Nov. 30, 1897	191,917	102.5	57.0	63	37	12	1,078	Cleveland and Mahoning, Ohio.	3,599,000				1,542,000	1,542,000				2,056,000		8	100	75	
May 31, 1897	191,917	85.0	17.0	40	39	16	1,078	Cleveland and Mahoning, Ohio.	3,599,000				1,542,000	1,542,000				2,056,000		8	100	75	
Feb. 28, 1898	191,917	12.0		40	39	16	1,078	Cleveland and Mahoning, Ohio.	3,599,000				1,542,000	1,542,000				2,056,000		8	100	75	
Nov. 30, 1897	191,917	54.7	12.5	26	26	10	490	Concord, New Hampshire.	1,500,000				374,580	374,580				1,125,420		8	100	77	
Mar. 31, 1897	191,917	34.5	9.0	18	18	6	122	Concord and Claremont, New Hampshire.	1,500,000				374,580	374,580				1,125,420		8	100	77	
Mar. 31, 1897	191,917	27.0		12	12	6	122	Concord and Claremont, New Hampshire.	1,500,000				374,580	374,580				1,125,420		8	100	77	
May 31, 1897	191,917	110.3	3.4	12	12	11	6	259	Connecticut and Passump. Riv. Vermont.	1,747,254			298,125	298,125				1,449,129		8	100	87	
Nov. 30, 1897	191,917	50.0		14	14	9	259	Connecticut and Passump. Riv. Vermont.	1,747,254			298,125	298,125				1,449,129		8	100	87		
Oct. 31, 1897	191,917	6.8	9.6	20	20	10	16	257	Connetquot River, New Hampshire.	2,000,000			30,000	30,000				1,970,000		8	100	100	
Oct. 31, 1897	191,917	14.8		2	2	16	16	257	Connetquot River, New Hampshire.	2,000,000			30,000	30,000				1,970,000		8	100	100	
Feb. 28, 1898	191,917	34.0	3.0	21	21	4	412	Cumberland and Pennsylvania, Maryland.	1,700,000			888,000	888,000				812,000		8	100	111		
Dec. 31, 1897	191,917	83.0		21	21	4	412	Cumberland and Pennsylvania, Maryland.	1,700,000			888,000	888,000				812,000		8	100	111		
Sept. 30, 1897	191,917	24.0	2.5	14	14	5	62	Cumtland Valley, Penn. & Md.	1,691,637			62,704	62,704				1,628,933		8	100	110		
Dec. 31, 1897	191,917	24.0		14	14	5	62	Cumtland Valley, Penn. & Md.	1,691,637			62,704	62,704				1,628,933		8	100	110		
Mar. 31, 1897	191,917	25.5		16	16	5	62	Danbury and Norwalk, Connecticut.	5,123,101			608,266	608,266				4,514,835		8	100	108		
Oct. 31, 1897	191,917	38.0		6	6	5	208	Dayton and Union, Ohio.	1,087,719			15,600	15,600				1,072,119		8	100	108		
Jun. 30, 1897	191,917	84.0	2.8	98	98	25	8	706	Delaware and Western, Delaware.	1,632,171			708,326	708,326				923,845					
Oct. 31, 1897	191,917	84.0		98	98	25	8	706	Delaware and Western, Delaware.	1,632,171			708,326	708,326				923,845					
Dec. 31, 1897	191,917	103.0	9.4	7	7	235	Des Moines Valley, Iowa.	9,670,944			4,517,820	4,517,820						5,153,124					
Dec. 31, 1897	191,917	103.0		7	7	235	Des Moines Valley, Iowa.	9,670,944			4,517,820	4,517,820						5,153,124					
Dec. 31, 1897	191,917	189.0	16.0	33	29	20	5	206	Detroit and Milwaukee, Michigan.	9,698,548			1,820,500	1,820,500				7,878,048					
Mar. 31, 1897	191,917	23.5		2	2	1	1	1	Dover and Wilmot, New Hampshire.	2,437,300			243,730	243,730				2,193,570					
Dec. 31, 1897	191,917	18.5		2	2	1	1	1	Dover and Wilmot, New Hampshire.	2,437,300			243,730	243,730				2,193,570					
Dec. 31, 1897	191,917	36.7		2	2	1	1	1	Dubuque and North City, Iowa.	925,743			141,161	141,161				784,582					
Dec. 31, 1897	191,917	36.7		2	2	1	1	1	Dubuque and North City, Iowa.	925,743			141,161	141,161				784,582					
Sept. 30, 1897	191,917	17.5	0.4	41	70	21	675	Eastern Pennsylvania, Penn.	253,890			4,618,276	4,618,276					2,821,814					
Oct. 31, 1897	191,917	44.1	50.4	37.9	41	70	21	675	Eastern Pennsylvania, Penn.	253,890			4,618,276	4,618,276				2,821,814					
Oct. 31, 1897	191,917	77.5		8.1	11	6	5	115	East Mahoning, Pennsylvania.	392,550			574,900	574,900				317,650					
Oct. 31, 1897	191,917	77.5		8.1	11	6	5	115	East Mahoning, Pennsylvania.	392,550			574,900	574,900				317,650					
Oct. 31, 1897	191,917	38.0	7.5	18	11	3	209	East Tennessee and Georgia, Tenn. & Ga.	3,466,211			1,319,980	1,319,980				2,146,231						
Jun. 30, 1897	191,917	110.8	30.0	7.8	11	3	209	East Tennessee and Georgia, Tenn. & Ga.	3,466,211			1,319,980	1,319,980				2,146,231						
Jun. 30, 1897	191,917	130.0		7.0	20	14	4	163	East Tennessee and Virginia, Tenn.	3,282,980			657,800	657,800				2,625,180					
Jun. 30, 1897	191,917	47.0		7.0	20	14	4	163	East Tennessee and Virginia, Tenn.	3,282,980			657,800	657,800				2,625,180					
Jun. 30, 1897	191,917	47.0		7.0	20	14	4	163	East Tennessee and Virginia, Tenn.	3,282,980			657,800	657,800				2,625,180					
Oct. 31, 1897	191,917	46.8	2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000						
Oct. 31, 1897	191,917	46.8		371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000						
Sept. 30, 1897	191,917	80.0	97.0	389.6	16.0	15	13	597	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Sept. 30, 1897	191,917	80.0		389.6	16.0	15	13	597	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Dec. 31, 1897	191,917	81.6	2.0	8.4	97	10	1	597	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Dec. 31, 1897	191,917	81.6		8.4	97	10	1	597	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Aug. 31, 1897	191,917	82.0	0.5	112.0	2	1	38	Evansville and Crawfordville, Indiana.	1,988,083			772,446	772,446					1,215,637					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	Elmira, Jefferson and Canandaigua, N. Y.	500,000			1,000,000	1,000,000				1,000,000					
Nov. 30, 1897	191,917	6.8		2.9	371	187	300	5,850	El														

in asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "not ascertained." A dash (---) across the column signifies "not ascertained." A dash (---) across the column signifies "not ascertained." A dash (---) across the column signifies "not ascertained."

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares		
	Main Line			Branch Line			2d Track and Sidings			Engines			Pass.			Freight			Net			Par.		
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
Oct. 31, 1897	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Nov. 30, 1897	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Dec. 31, 1897	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jan. 1, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Feb. 28, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Mar. 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Apr. 30, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
May 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jun. 30, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jul. 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Aug. 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Sep. 30, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Oct. 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Nov. 30, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Dec. 31, 1898	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jan. 1, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Feb. 28, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Mar. 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Apr. 30, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
May 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jun. 30, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jul. 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Aug. 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Sep. 30, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Oct. 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Nov. 30, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Dec. 31, 1899	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jan. 1, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Feb. 28, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Mar. 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Apr. 30, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
May 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jun. 30, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jul. 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Aug. 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Sep. 30, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Oct. 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Nov. 30, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Dec. 31, 1900	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jan. 1, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Feb. 28, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Mar. 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Apr. 30, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
May 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jun. 30, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jul. 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Aug. 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Sep. 30, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Oct. 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Nov. 30, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Dec. 31, 1901	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Jan. 1, 1902	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	
Feb. 28, 1902	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0										

Feb. 29, 1868	—	—	—	—	—	Northeast and Southwest Alabama.....Ala.	.....
Feb. 28, 1868	102.0	12	12	5	110	North-Eastern ".....South Carolina.	2,748.131

Feb. 29, 1868	Mar. 31, 1868	Apr. 30, 1868	May 31, 1868	June 30, 1868	July 31, 1868	Aug. 31, 1868	Sept. 30, 1868	Oct. 31, 1868	Nov. 30, 1868	Dec. 31, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Feb. 29, 1868	Mar. 31, 1868	Apr. 30, 1868	May 31, 1868	June 30, 1868	July 31, 1868	Aug. 31, 1868	Sept. 30, 1868	Oct. 31, 1868	Nov. 30, 1868	Dec. 31, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equiv. single track.	Horses and Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		P. c.	Par.	Paid.	Market.
Sept. 30, '68	m. 7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	\$5,000	57,580	Loss.		100	100	
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton). Mass.	150,000	150,000						100	100	
Oct. 31, '68	31.00	480	80	Allentown.....Pa.	72,674	31,500	29,814	12,161	6,771	3,093		100	100	
Sept. 30, '68	22.00	401	50	Baltimore City.....Md.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30, '68	3.53	102	40	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			8,800	1,193	6.8	100	100	
Sept. 30, '68	10.76	162	40	Boston and Chelsea.....Mass.	277,169	200,000	85,000	29,097	115,172	11,882	8.0	100	100	
Sept. 30, '68	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30, '68	74.00	1430	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	800,000		1,197,309	283,928	12.0	100	100	
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30, '68	6.50	40	12	B'klyn. Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30, '68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	188,000	109,500	99,734	17,427		50	50	
Sept. 30, '68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30, '68	28.52			Cambridge (Boston).....Mass.	731,071	727,300	150,000	94	89,658	9.0		100	100	
Sept. 30, '68	1.76			Central City (Syracuse).....N.Y.	29,758	21,130	6,000		78,045	4,097	10	10	10	
Sept. 30, '68	36.00	561	149	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	78,812		100	100	
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	
Oct. 31, '68	7.25	200	87	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	100	
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	60,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31, '68	8.50			City Passenger (Cin.).....O.								100	100	
Sept. 30, '68	14.83	236	18	Coney Island (Brooklyn).....N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30, '68	3.50	10	3	Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	
Dec. 31, '68	1.83	10	3	Easton and S. Easton.....Pa.	94,275	26,000	500		10,444	3,732	25	25	25	
Sept. 30, '68	18.00	872	160	Eighth Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	205,000		804,791	190,391	12.0	100	100	
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.....Conn.	152,917	150,000						100	100	
Sept. 30, '68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30, '68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	
Sept. 30, '68	3.25	16	61	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	8,000	400	8,653	159		100	100	
Oct. 31, '68	5.40	125	25	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	
Oct. 31, '68	34.25	356	25	Girard College (Phila.).....Pa.	171,712	170,000			117,842	25,119	8.5	50	17	
Sept. 30, '68	5.50	92	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,108	22,887	7.5	50	15	
Sept. 30, '68				Greenpoint & Wm'g. (Bkn) N.Y.										
Sept. 30, '68	10.00	122	23	Harlem Br. Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	
Oct. 31, '68	13.17	345	78	Heston, Mant. & F'mount (Ph.) Pa.	472,687	308,390	165,700	3,292	262,829	40,431		50	50	
Dec. 31, '68				Hoboken and Hudson City. N.J.										
Dec. 31, '68				Hoboken and Weehawken. N.J.										
Sept. 30, '68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31, '68	10.47			Jersey City & Bergen Point. N.J.										
Sept. 30, '68	8.56	28	9	Kimball and Rondout.....N.Y.	78,989	75,000			20,971	2,170	34	100	100	
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9	9	
Nov. 30, '68	4.03	48	9	Lowell House.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	
Nov. 30, '68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	
Nov. 30, '68	3.60			Malden and Melrose (B'tn). Mass.	80,245		52,600		24,722			100	100	
Nov. 30, '68	1.00			Marginal Freight (Boston). Mass.	177,624	177,700						100	100	
Nov. 30, '68	3.08			Medford & Charleat. (B'tn). Mass.	27,500	21,000	6,500		12,810	18,014	2.240	100	100	
Nov. 30, '68	6.11	37	6	Merrimack Valley.....Mass.	50,241	50,000			34,108	2,249		100	100	
Sept. 30, '68	5.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	765,981	135,284	10.0	100	100	
Nov. 30, '68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	91,902	38,917	206,640	16,659		100	100	
Nov. 30, '68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000			95,848	595		100	100	
Sept. 30, '68	12.20	180	52	N'th Avenue (N.Y. City) N.Y.	468,322	797,320	167,000		13,884	562		100	100	
Nov. 30, '68	3.39	17	4	Northampton & Wm'burg. Mass.	300,000	300,000			4,174	808		100	100	
Nov. 30, '68	2.16	73	13	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	43,094	49,929		50	50	
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.) Pa.	105,457	59,500	17,000		43,094	49,929		50	50	
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		100	100	
Dec. 31, '68	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) Pa.	110,907	104,028			16,003	Loss.	15	100	100	
Oct. 31, '68	7.07	271	48	Philadelphia City.....Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20	50	15	
Oct. 31, '68	8.50	140	24	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4	20	20	
Oct. 31, '68	8.50	140	24	Philadelphia & Gray's Ferry. Pa.	293,548	285,307	5,500		87,643	16,274	7	50	25	
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	135,268	15,798	7.5	50	31	
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham. Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.38	50	41	
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300			45,007	12,809	7	100	100	
Nov. 30, '68	5.09	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,692	36,111	Loss.	50	50	50	
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		31,490	11,290		100	100	
Sept. 30, '68	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		32,912	Loss.		100	100	
Nov. 30, '68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561				100	100	
Oct. 31, '68	3.96			Schuykill River (Phila.).....Pa.	47,464	50,000						50	10	
Sept. 30, '68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	612,666	71,706		100	100	
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	37,408	624,611	177,857	11.5	50	30	
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.) Pa.	116,918	130,000			79,754	11,569		50	13	
Sept. 30, '68	8.37	657	74	Sixth Avenue (N.Y. City) N.Y.	1,786,977	750,000	250,000		625,341	140,808	10	100	100	
Nov. 30, '68	3.61			Somerville (Boston).....Mass.	75,000	75,000								

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (f) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Div'ds.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	...	...
Berkshire* guaranteed.	600,000	7	7	...	...
Blossburg and Corning* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,240,000	6	6	...	...
Buffalo, N. York and Erie* guar.	950,000	7	7	...	...
Camden and Atlantic, pref.	600,000	7	7	...	...
Catawissa* pref. and guar.	2,200,000	7	7	...	...
Cayuga and Susquehanna* guar.	589,110	9	9	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	3 1/2	...	...
Central Ohio, preferred.	400,000	7	7	...	...
Chemung* guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	3	7 1/2	...
Chicago and Alton, pref.	2,425,400	7	10	100	...
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	...	...
Chicago and Northwestern, pref.	16,356,287	7	10 1/2	104	...
Cleveland and Mahoning* guar.	2,056,000	7	7	...	...
Cleveland and Toledo* guar.	6,250,000	8	3 1/2	...	...
Coecheo, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	80 1/2	...
Cumberland Valley, 1st pref.	241,900	8	8	114 1/2	...
" 2d pref.	242,000	8	8	...	...
Delaware* guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97 1/2	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport* guar.	500,000	5	5	...	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	83	...
Erie, preferred.	8,536,910	7	7	...	...
Hannibal and St. Joseph, pref.	5,253,836	7	7	132	...
Harrisburg and Lancaster* guar.	1,182,550	7	7	...	...
Housatonic, preferred.	1,180,000	8	4	64 1/2	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3 1/2	...	...
Joliet and Chicago* guar.	1,500,000	7	7	...	...
Joliet and Northern Indiana* guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...
Leeds and Farmington* guar.	...	...	...	...	...
Little Schuylkill* guar.	2,646,100	7	7	...	...
Louisville, Cincinnati and Lexington preferred.	211,122	9	9	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	22	...	...
" 2d pref.	4,051,744	6	8 1/2	...	...
Manchester and Lawrence*	1,000,000	9	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...	...
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105	...
" 2d pref.	1,014,000	7	7	...	...
Milwaukee and St. Paul, preferred.	8,060,892	7	7	89 1/2	...
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...	...
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	...	...
New Haven and Northampton*...	1,344,000	...	2	...	...
New York and Harlem, pref.	1,500,000	8	8	...	...
Niagara Br. and Canandigua* guar.	1,000,000	6	150	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	106	...	...
Ohio and Mississippi, pref.	3,500,000	7	79 1/2	...	...
Paterson and Hudson* guar.	630,000	8	8	...	...
Paterson and Ramapo* guar.	248,000	...	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	6	...	...
Philadelphia and Erie*...	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...	...
Philadelphia and Trenton* guar.	1,099,120	10	10	...	...
Pittsfield and North Adams* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth)* guar.	202,400	6	6	...	...
Portland, Sago & Portsmouth* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*...	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*...	557,560	...	7	...	...
Rutland, preferred.	...	7	7	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	76	...	...
Sandusky and Cincinnati, pref.	445,596	6	6	34	...
Schuylkill Valley* guar.	576,050	5	5	...	...
Shamokin Valley & Pottsville* guar.	869,450	5	5	...	...
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...	...
" (C. E. D.) pref.	1,700,000	7	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82	...
Troy and Greenbush* guar.	274,000	7	7	...	...
Vermont and Canada* guar.	2,500,000	8	8	...	...
Warren* guar.	1,405,300	7	7	...	...
White Mountain* guar.	200,000	5	5	...	...
Wrightsv. York & Gettysburg* pref.	317,050	2	2	...	...
CANAL STOCKS:					
Delaware Division* guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	10	65 1/2	...
Schuylkill Navigation, pref.	2,888,997	6	6	41	...
Union, preferred.	...	6	...	...	...
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	36	...	...
Mariposa Mining, pref.	5,774,400	7	7	50 1/2	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 40 @ 45 —
Pig, American, No. 1 (good to best)..... 40 @ — —
Pig, American, No. 2..... 38 @ — —
Pig, American, Forge..... 36 @ 37 —
Bar, Refined, English and American..... 85 @ 90 —
Bar, Swedes, assorted sizes..... (gold) 82 50 @ 87 50STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)
English, Cast, (2d and 1st quality), per lb. — 18 @ — 22
English Spring (2d and 1st quality)..... — 9 @ — 11 1/2
English Blister (2d and 1st quality)..... — 11 1/2 @ — 19
English Machinery..... — 12 1/2 @ — 15
English German (2d and 1st quality)..... — 14 @ — 16
American Blister "Black Diamond"..... — 19 1/2 @ — 16
American, Cast, Tool, do. — 10 @ — 13
American, Spring, do. — 10 @ — 13
American Machinery do. — 10 @ — 13
American German do. — 10 @ — 13COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.
Sheathing, New..... per lb. — @ — 33
Bolts..... — @ — 35
Braziers..... — @ — 35
Nails..... — 40 @ — —
Sheathing, etc., Old..... — 22 @ — 23
Sheathing, Yellow Metal..... — @ — 27
Bolts, Yellow Metal..... — @ — 27
American Ingot..... — 23 1/2 @ — 24TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plate, 25 per cent. ad val.
Banca..... (gold), per lb. — 34 @ — 34 1/2
Straits..... (gold)..... — 31 1/2 @ — 32
English..... (gold)..... — @ — 30 1/2
Plates—Fair to good brands..... Gold..... — Currency.....
I. C. Charcoal..... per box. 8 3/4 @ 8 6 1/2 12 @ — 12 50
I. C. Coke..... 6 75 @ 7 50 9 25 @ 10 75
Coke Terne..... 6 12 1/2 @ 6 25 8 75 @ 9 —
Charcoal Terne..... 7 75 @ 8 12 11 25 @ 11 75PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
Crude, 40 @ 47 gravity (in bulk), per gall. — 14 1/2 @ — —
Crude, 40 @ 47 gravity (in shipping order) — 19 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)..... — @ — 29
Refined, Standard White (in ship's order)..... — @ — 30
Refined, prime White (in shipping order)..... — 30 @ — 31
Refined, S. W. (in merchantable order)..... — @ — 29
Naptha, Refined, (60 @ 63 gravity)..... — @ — 10
Residuum..... per bbl. 6 25 @ 6 50GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.
American Window—1st, 2d, 3d & 4th qualities. New List.
6 by 8 to 7 by 9..... per 50 feet. 7 75 @ 6 —
11 by 14 to 12 by 15..... 8 25 @ 6 50
14 by 16 to 16 by 24..... 9 75 @ 7 —
18 by 22 to 18 by 30..... 10 50 @ 7 50
20 by 30 to 24 by 30..... 12 25 @ 8 —
24 by 31 to 24 by 36..... 15 @ 9 —
25 by 36 to 30 by 44..... 16 50 @ 10 —
30 by 46 to 32 by 48..... 17 50 @ 12 50
32 by 50 to 32 by 56..... 20 @ 13 50
32 by 50 to 32 by 56..... 22 @ 14 50
Above..... 25 @ 16 —
(The above subject to a discount of 50 @ 55 per cent.)French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)
6 by 8 to 8 by 10..... per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15..... 9 @ 6 75
11 by 14 to 12 by 15..... 10 @ 7 50
13 by 18 to 16 by 24..... 11 @ 8 —
18 by 22 to 18 by 30..... 13 50 @ 9 —
20 by 30 to 24 by 30..... 16 50 @ 10 —
24 by 32 to 24 by 36..... 18 @ 12 —
25 by 36 to 26 by 40 (3 qlts.)..... 20 @ 16 —
28 by 40 to 30 by 48 (3 qlts.)..... 22 @ 18 —
30 by 50 to 32 by 56 (3 qlts.)..... 24 @ 20 —
32 by 58 to 34 by 60 (3 qlts.)..... 27 @ 23 —
(Subject to a discount of 50 @ 55 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2

Boston, Hartford & Erie.....	65	64½	64	65½	67½
Canton Co.....	114½	114½	116½	117	117½
Central of N. Jersey.....	158	158	158	158	157
Chicago & Alton.....	160	160	160	160	160
.. pref.....	160	160	160	160	160
.. 1 M.....	160	160	160	160	160
.. S. F.....	160	160	160	160	160
.. Inc. bds.....	94	94	94	94	94
Chicago, Burl. & Q.....	191	195½	198	198	198
.. 8s, 1883.....	191	195½	198	198	198
Chi. & Gt. Eastern 1st m.....	91½	91½	93½	93	92½
Chic. & Northwestern.....	104	103½	105½	104½	104½
.. pref.....	104	103½	105½	104½	104½
.. 1st M.....	104	103½	105½	104½	104½
.. Interest.....	91½	91½	95	95	94½
.. S. F.....	100	100	100	100	100
.. Consol.....	100	100	100	100	100
Chic. Rock Isl. & Pac.....	126	126	127½	125½	126½
Chicago & R. I. 7s, 1870.....	126	126	127½	125½	126½
Chi., R. I. & Pa. 7s, 1890.....	98½	98½	98½	98½	98½
Clev., Col., C. and Ind. 74.....	97	97	97	75	75
Clev. and Pittsburgh.....	97½	97½	97½	99½	104½
.. 2 M.....	97½	97½	97½	99½	104½
.. 3 M.....	97½	97½	97½	99½	104½
.. 4 M.....	75½	75½	75½	75½	75½
.. Con.....	75½	75½	75½	75½	75½
Clev. and Toledo.....	100½	100½	100½	100½	100½
.. S. F. 7s.....	100½	100½	100½	100½	100½
Col., Chi., & Ind. C.....	43½	43½	43½	43½	43½
.. 1 M.....	85½	85½	85½	85	85
.. 2 M.....	80	80	80	80	80
Cumberland Coal pref.....	30	30	33½	36	36
Del. & Hudson Canal.....	131	133½	133½	132	133½
Del., Lack. & Western.....	98	98	98	117	117
.. 1 M 7s.....	98	98	98	117	117
.. 2 M 7s.....	98	98	98	117	117
Erie Railway.....	100½	100½	100½	100½	100½
.. pref.....	100½	100½	100½	100½	100½
.. 1 M 7s, 1867.....	100½	100½	100½	100½	100½
.. 2 M 7s, 1879.....	100½	100½	100½	99½	99½
.. 3 M 7s, 1883.....	100½	100½	100½	99½	99½
.. 4 M 7s, 1880 81.....	100½	100½	100½	90	90
.. 5 M 7s, 1888.....	100½	100½	100½	80½	80½
Great Western 2d mort.....	79½	79½	80	79½	79½
Hannibal & St. Joseph.....	117½	117½	119	120	121
.. pref.....	117½	117½	119	120	121
Hudson River.....	158½	157½	157½	157½	160½
.. 1 M 7s, 1869.....	158½	157½	157½	157½	160½
.. 2 M S. F. 104.....	158½	157½	157½	157½	160½
.. 3 M 7s, 1875.....	158½	157½	157½	157½	160½
Illinois Central.....	146½	146½	146½	146½	146½
.. bonds.....	146½	146½	146½	146½	146½
Lake Shore (C. P. & A.) 108½.....	110½	112½	117	116½	115½
.. Div. bonds.....	90½	90½	91	91	92
Marietta & Cin. 1st pref.....	8½	8½	91	91	92
Michigan Central.....	128	128	128	128	130½
.. S. F. 8s, 1882 122.....	128	128	128	128	123
.. conv. 8s, '69.....	128	128	128	128	123
M. S. and N. L.....	108½	110½	113½	117½	117½
.. 1 M S. F.....	108½	110½	113½	117½	117½
.. 2 M.....	93½	93½	93½	93½	93½
Mariposa Mining Co.....	24½	24½	24½	24½	24½
.. pref.....	50½	50½	50½	50½	50½
.. Tr. 10s cfs.....	82	82	82	82	82
Milw. and St. Paul.....	77	77	77½	79½	78½
.. pref.....	87½	87½	87½	89½	91
.. 1st mort.....	87½	87½	87½	89½	91
.. 2d mort.....	87½	87½	87½	89½	91
.. 8s.....	104½	104½	105	105	105
.. 7s-10s con.....	93½	93½	93½	93½	93½
Missouri 6s.....	89	89	89	89	89½
.. H. & St. J. iss. 92½.....	89	89	89	89	89½
Morris and Essex.....	91	91	91	91	91
.. 1st mort.....	91	91	91	91	91
.. 2d mort.....	91	91	91	91	91
New York Central.....	191½	192½	190	189	190½
.. 7s, S. F. 1876.....	191½	192½	190	189	190½
.. 7s, conv. '76.....	191½	192½	190	189	190½
.. 6s, S. F. 1883.....	191½	192½	190	189	190½
.. 6s, S. F. 1887.....	191½	192½	190	189	190½
N. York and Harlem.....	148	148	151½	152	152½
.. pref.....	148	148	151½	152	152½
.. 1 M 7s, 1873.....	148	148	151½	152	152½
N. Carolina 6s.....	58½	58½	59½	59½	61
.. new.....	55	55½	55½	56	57½
Ohio and Miss.....	33½	34	34½	35½	35½
.. pref.....	33½	34	34½	35½	35½
.. 1st M.....	33½	34	34½	35½	35½
Pacific Mail S. S. Co.....	80½	80½	81½	81½	80½
Panama.....	300	300	300	300	300
Phila. and Reading.....	98½	98½	99½	100	100½
Pitte., Ft. W. & Chicago.....	158½	158½	157	156½	156½
.. 1 M.....	158½	158½	157	156½	156½
.. 2 M.....	158½	158½	157	156½	156½
.. 3 M.....	158½	158½	157	156½	156½
.. Equip. 8s.....	158½	158½	157	156½	156½
Quicksilver Mining Co.....	19½	19½	19	14	16½
St. L., Alton & T. H.....	38	38	63	63	62
.. pref.....	38	38	63	63	62
.. 1 M.....	38	38	63	63	62
.. 2 M pref.....	38	38	63	63	62
.. Income bds.....	38	38	63	63	62
Tennessee 6s.....	67½	67½	67½	67½	68½
.. new.....	65½	63½	64	64½	64½
Tol., Wab. & Western.....	76½	77	77	77½	77½
.. pref.....	82½	82½	82½	82	82
.. 1 M. ex.....	92	92	92	92	92
.. 2 M.....	92	92	92	92	92
.. Equipment.....	92	92	92	92	92
Virginia 6s, ex-coupon.....	58	57½	58	58	58
.. new.....	58	57½	58	58	58

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

Th.27.F.28.Sat.29.M.31.Tu.1 W.2

FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 1871, coup.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 1874, reg.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 1874, coup.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 10-40s, reg.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 10-40s, coup.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 1881, reg.	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
U. S. 5s, 1881, coup.	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
U. S. 5s, '81, O.W.L.Y.	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
U. S. 5s, 1881, . . .	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
U. S. 5s, 5-20s, reg.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 5-20s, c. 1862.122	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
U. S. 5s, 5-20s, reg. '64.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 5-20s, c. 1864.116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 5-20s, reg. '65.115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 5s, 5-20s, c. 1865.118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 5s, 5-20s, r. n. '65.119	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 5s, 5-20s, c. n. '65.118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 5s, 5-20s, reg. '67.	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 5s, 5-20s, c. 1867.119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 5s, 5-20s, reg. '68.	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 5s, 5-20s, c. '68 .119	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 5s, Pac.R.R.issue.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 1.

W.26.Th.27.F.28.Sat.29.M.31.Tu.1

Catawissa	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Camden and Amboy	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
.. 6s, 1870	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
.. 6s, 1875	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
.. 6s, 1883	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
.. 6s, 1889	93	93	93	93	93
.. mort. 6s, '89.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Elmira & Williamsport	93	93	93	93	93
.. pref.	93	93	93	93	93
Lehigh Navigation	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2
.. 6s, 1884	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
.. Gold L.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. R. R. L.	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Lehigh Valley R. R.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
.. 6s new coup.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
.. 6s new reg.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Little Schuylkill R.R.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
.. 7s	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Minehill	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Morris Canal	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
.. pref.	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
.. 6s, 1876	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
North Pennsylvania	91	91	91	91	91
.. 6s, 1880	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. 7s	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. 10s, 1887	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Northern Central	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Pennsylvania R. R.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
.. 1st M.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
.. 2d M.	97	97	97	97	97
Penn. State, 6s, 1st series.104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
.. 6s, 2d series.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
.. 6s, 3d series.108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
.. 6s, W. L.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philadelphia City, 6s.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. new	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philad. Germ. & Nor.	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Phila. & Reading	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. 7s, 1893	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Philadelphia and Erie	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. 6s	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. 7s	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Schuylkill Navigation	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
.. pref.	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
.. 6s, 1882	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
.. 6s, 1876	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
.. 6s, 1872	12	12	12	12	12
Susq. Canal	57	57	57	57	57
.. 6s, 1878	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Union Canal, pref.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
.. 6s, 1878	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Hestonville, (Horse).	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Chestnut & Wal.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Green & Coates	50	50	50	50	50
2d and 3d streets	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Spruce and Pine	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
13th and 15th sts.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 1.

W.26.Th.27.F.28.Sat.29.M.31.Tu.1

Baltimore City 6s, 1875	92	92	92	92	92
.. 1880	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. 1890	95	95	95	95	95
.. 1893	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Balt and Ohio	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. bonds, 1875.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. 1880.	91	91	91	91	91
.. 1885.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Marietta & Cin. 1st M.	70	70	70	70	70
.. 2d M.	85	85	85	85	85
Northern Central	85	85	85	85	85
.. bonds, 1885.	85	85	85	85	85
.. 1900.	85	85	85	85	85
N. W. Va. 1st mort.	85	85	85	85	85
.. 2d mort.	85	85	85	85	85
.. 3d mort.	85	85	85	85	85
City Passenger R. R.	85	85	85	85	85

Boston Stock Exchange.

Actual Sale Prices for the week ending June 2.

Th.27.F.28.Sat.29.M.31.Tu.1 W.2

Boston and Albany	160	160 1/2	160	160	160
Boston and Lowell	142	141 1/2	142	142	142
Boston and Maine	142	141 1/2	142	142	142
Boston and Providence	135 1/2	135 1/2	135 1/2	135 1/2	135 1/2
Boston, Hartford & Erie	23 1/2	22 1/2	23 1/2	23 1/2	23 1/2
.. 7s, new.	60 1/2	61	60 1/2	60 1/2	60 1/2
Cheshire, pref.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Concord	117	117 1/2	117	117	117
Connecticut River	117	117 1/2	117	117	117
Eastern	133	133 1/2	133	133 1/2	133 1/2
Fitchburg	128	129 1/2	128	129 1/2	129 1/2
Manchester & Lawrence	110 1/2	111	110 1/2	110 1/2	110 1/2
Michigan Central	128 1/2	129 1/2	128 1/2	129 1/2	129 1/2
Northern N. H.	110 1/2	111	110 1/2	110 1/2	110 1/2
Ogdens & Lake Champlain	67	67 1/2	67	67 1/2	67 1/2
.. pref.	100	100 1/2	100	100 1/2	100 1/2
Old Colony & Newport	99 1/2	100	99 1/2	100	100
Ph. Wil. & Baltimore	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Port'd, Saco & Ports.	110	110 1/2	110	110 1/2	110 1/2
Vermont & Canada	100	100 1/2	100	100 1/2	100 1/2
Vermont & Mass.	100	100 1/2	100	100 1/2	100 1/2
Vt. C. & Vt. C. E. S.	100	100 1/2	100	100 1/2	100 1/2
Broadway (Horse)	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Cambridge	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Metropolitan	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Middlesex	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Central Mining Co.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Copper Falls	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Franklin	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Huron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Isle Royale	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
National	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Minnesota	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Pewabic	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Pittsburg	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Quincy	30	30	30	30	30

London Stock Exchange.

Closing Prices—
May 7. May 14.

All. & Gt. West. N. Y. sec. 7 per ct.	65	70	65	70
1st mort. 1880.	55	60	55	60
Do. do, 2d mort. 1881.	55	60	55	60
Do. Penn. 1st mort. 1877.	55	60	55	60
Do. do, 2d mort. 1882.	55	60	55	60
Do. Consol. 7 per cent. mort. 1890.	23 1/2	24 1/2	23 1/2	24 1/2
Detroit and Milwaukee 1st mort. 7s.	62	64	61	63
Do. 2d mort. 8 p. c.	62	65	61	64
Erie shares 100 dol. all paid.	18	19	20 1/2	21 1/2
Do. sterig. 6 p. c. convertible bonds	67	70	67	70
Do. 3d mort. 7 p. c. 1885	60	65	60	65
Illinois Central, 6 per cent., 1875.	98	101	98	101
Do. Redemption mort. bonds 6 p. c.	79	81	79	81
Do. 7 per cent., 1875.	96	97	96	97
Do. 100 dol. shares, all paid.	96	97	96	97
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75	80
New York Central, 100 dols. shares.	95	100	95	100
Panama General mort. 7s, 1897.	103	105	103	105
Penn. R. R. bonds, 2d mort. 6 per ct.	83	85	83	85
Do. General mort. 6 p. c. 1910.	87	88	87	88
Philadelphia and Erie 1st mort. 1881.	86	88	86	88
Do. with option to be paid in Phila.	86	88	86	88

American Railroad Journal.

Saturday, June 5, 1869.

Stock Exchange and Money Market.

Money has been more active, in the speculative line, the calls from the Stock and Gold operators for aid having been more extensive and urgent. The supply, however, has been quite liberal, and the wants of responsible borrowers have been readily met at 6@7, generally at 7 per cent. In discounts, there has been rather more animation, strictly prime to good grades of mercantile paper passing at 7@9 per cent. per annum. The U. S. Sub-Treasury reduced its cash balances last week, nearly 9 1/2 millions. It held of coin and currency, May 31, \$76,888,478, against \$83,754,775 at the close of April. The city banks, on their last weekly return showed a gain of \$3,640,731 in deposits, and \$2,441,826 in specie, while they reported a loss of \$27,925 of legal tender notes. They added \$4,659,509 to their loan and discount averages. Washington advices state that the aggregate currency balances of the U. S. Treasury Department on the 1st inst., were about twenty millions, and the coin reserves, about eighty-two millions, exclusive of the private deposits represented by the outstanding coin certificates. The Treasury receipts in currency in May were about twenty

millions from internal revenue, and eight and a half millions from gold sale, &c., and in gold fifteen millions from customs. The payments in currency were about twenty millions for the public service and nearly five millions for debt purchased, and in gold about twenty-four millions for interest.

The specie reserve of the city banks according to the latest return is \$17,871,230, against \$17,861,088 same time last year. The city bank deposits are now \$203,055,650, against \$204,746,964 week ending May 30, 1868. The legal tender reserve amounts to \$57,810,373, against \$65,633,753 same time last year. The circulation now stands at \$33,920,865, against \$24,145,606 same time last year. The loans are now \$274,935,461, against \$268,177,490 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$130,274,748 a day, against a daily average of \$131,457,975 the preceding week, and \$143,453,480 the week ending with May 12, 1869. The current week's exchanges average about \$128,381,000 a day. The city banks, last week, reported a gain of \$2,441,826 of specie, \$3,640,731 of deposits, a loss of \$27,925 of legal tender notes. They increased their loans, \$4,659,509; and reduced their circulation, \$6,521.

\$53,286,485, including \$10,084,613 from customs, aggregate payments, \$60,202,783, including \$13,681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was \$16,307,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,086,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$2,497,000, and retired \$1,931,992 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached \$10,606,080.

Government revenues yielded more liberally, last week. The excises, last week, yielded about nine millions; customs at the port of New York, \$2,029,992 and at the outports about \$700,000 (in coin) more, making the grand total income for the week equal to about \$12,822,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 141,000,000, according to the latest Washington advices. The customs yielded, same time, about 166 millions in gold. From Washington, we learn that the warrants issued by the Treasury Department during May to meet the requirements of the Government amounted to, in round numbers, the following sums, namely:

Civil, miscellaneous and foreign inter-	
course.....	\$3,554,600
Interest on public debt.....	19,831,000
War department.....	4,180,000
Navy department.....	1,163,000
Interior department—Territory and In-	
dians.....	1,638,000

Total.....\$30,366,600

The warrants issued for redemption of the public debt are not included in the above.

Gold has been more freely offered, and has been less confidently dealt in, at from 138 $\frac{1}{4}$ @141, closing heavily on Wednesday at 138 $\frac{3}{8}$. The offerings of a million Government coin on Monday were taken at 138.53@138.60. Washington advices state that Secretary Boutwell contemplates increasing his weekly sales of gold to 2 $\frac{1}{2}$ millions. The Customs demand keeps to an average of nearly three millions a week. The coin reserve of the Treasury on the 1st inst., was \$81,839,469, exclusive of \$23,340,720 deposited on private account, and represented by outstanding coin certificates. The export drain has been limited, since our last.

On Wednesday, the U. S. Sub-Treasury disbursed \$53,538 of coin interest.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, \$1,540,680; average amount of specie, \$836,783; average amount of deposits, \$1,589,858.

The customs demand for Gold last week, averaged \$334,999 a day; thus far, this week, it has averaged \$379,214 a day, or equal to a weekly aggregate of \$2,375,284. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$12,882, and since Jan. 1, \$8,657,506, against \$3,113,123 same time in 1868. The receipts from California, since our last, have been \$184,459. The total customs revenue of the Government, in coin, at this port, from July

1, 1868, to date was \$115,461,058, against \$105,323,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 18th, 1869, \$2,774,653, against \$3,061,826 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$19,156,022, against \$32,841,884 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$13,685,862. The exports of specie, from this port, last week, were \$921,519, against \$4,211,723 same week last year; total, since July 1, 1868, \$35,052,449, against \$65,475,966 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,114,656; since July 1, 1868, \$84,777,231, against \$71,705,637 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to May 18, 1869, were \$15,224,497, against \$14,750,518 same time in 1868.

Foreign Exchange has been in better supply and less request at drooping rates. Bankers' prime sixty day bills on London closed on Wednesday at 108 $\frac{7}{8}$ @109 $\frac{1}{4}$, and on Paris to 5.25@5.16 $\frac{1}{4}$; sight bills on London to 109 $\frac{3}{4}$ @110 $\frac{1}{8}$, and on Paris to 5.16 $\frac{1}{4}$ c.@5.13 $\frac{3}{4}$. The offering of produce bills has been again quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,676,437, against \$2,692,824 same week last year; total, since July 1, 1868, \$154,326,343, against \$167,789,298 same time in preceding fiscal year of 1867-'68.

Government securities have been less active, since our last, and prices have been variable closing less buoyantly. The speculative and export inquiries have been less extensive. Some of the speculative holders have been realizing at the going rates, a circumstance which has operated against values. The U. S. Sub-Treasurer on Wednesday reported the aggregate offerings of 5-20 bonds to the U. S. Sub-Treasury on that day were \$4,145,000. The accepted offers were from Messrs. Fisk & Hatch, \$100,000 U. S. 5 20s of 1862, registered, at 116.37, \$220,000 registered 1865s at 115.95@116.45; from Messrs. Vermilye & Co., \$125,000 coupon 1868s at 116.49; \$200,000 coupon 1867s at 116.49; \$50,000 registered 1865s at 116.36@116.49; \$75,000 registered 1862s at 116.37; \$50,000 registered 1867s at 116.49; and from Frank & Gaus, \$80,000 1862s, registered, at 116.50; \$35,000 coupon 1864s at 116.50; and \$65,000 coupon 1867s at 116.56. The public debt statement to June 1, made public late on Wednesday, was a very favorable one, indicating as it did, a net reduction of the debt, during the month of May, of \$13,384,778, making the total reduction, since March 1, \$20,050,647.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 19.	May 26.	June 2.
Consols.....	92 $\frac{3}{8}$	93 $\frac{3}{4}$	92 $\frac{3}{8}$
U. S. 5-20s of 1862...	78 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$
Erie.....	19 $\frac{1}{2}$	19	19 $\frac{1}{4}$
Ill. Central.....	96	95 $\frac{1}{4}$	96

U. S. sixes of 1881 closed here on Wednesday at 122@122 $\frac{1}{4}$; U. S. Five-twenties of 1862, coupon, 122 $\frac{1}{4}$ @122 $\frac{3}{8}$; U. S. Five-twenties of 1864 at 117 $\frac{1}{2}$ @117 $\frac{1}{4}$; U. S. Five-twenties of 1865 at 118 $\frac{3}{8}$ @118 $\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, 119 $\frac{7}{8}$ @120; U. S. Five-twenties of 1867, 119 $\frac{3}{4}$ @120; U. S. Five-twenties of 1868, 119 $\frac{3}{4}$ @120; U. S. Ten-forties at 109 $\frac{1}{4}$ @109 $\frac{3}{8}$;

U. S. Six per cent. currency bonds, 107 $\frac{1}{4}$ @107 $\frac{1}{8}$.

Railway and miscellaneous stocks have been unusually brisk at rising, though widely fluctuating, prices closing less buoyantly.

There has been a more active movement in domestic produce, particularly in Breadstuffs, Provisions, Petroleum and Cotton, but at irregular prices. Middling upland cotton closed rather buoyantly on Wednesday at 29 $\frac{3}{4}$ cts. per lb. The stock of cotton now here is estimated at about 74,000 bales. The receipts at the port this week, have averaged about 1,450 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,195,500 bales, against 2,223,000 bales same time in 1867-'8; exports, same time 1,336,600 bales, against 1,627,000 bales same time in 1867-'8; stock on hand at latest dates, 185,000 bales, against 137,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 10,066 pkgs., against 10,813 pkgs., same time last year. From Boston, 3,890 pkgs., against 5,494 pkgs., same time in 1868. At the Live Stock markets, this week, Beeves have been firm and moderately active, at from 12@16 $\frac{1}{2}$ c., per lb.; week's receipts, 5,832. Milch cows, dull at from \$40@ \$110 each, receipts, 58. Veal calves plenty and slow of sale at from 5@11c. per lb.; receipts, 3,248. Sheep and lambs moderately inquired for at from 4 $\frac{1}{2}$ @7 $\frac{1}{2}$ c., per lb.; receipts, 16,373. Swine in less demand at from 9@9 $\frac{3}{8}$ c. per lb.; receipts, 23,776.

Foreign merchandise has attracted less attention at generally drooping rates. The total imports of foreign dry goods, last week, were \$1,230,236, and the total amount marketed \$963,745. The value of foreign merchandise imported last week, was \$4,342,749—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,072,985, against \$6,820,770 same week last year; total since July 1, 1868, \$267,432,444, against \$222,293,464 in 1867-'8. Ocean freights have been more active and firmer. For Liverpool we quote flour at 1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 6d. @6 $\frac{1}{2}$ by sail, and 7d.@7 $\frac{1}{2}$ d. by steamer, per bushel; cotton at 1 $\frac{1}{8}$ d.@5 $\frac{1}{2}$ d by sail, and 1 $\frac{1}{8}$ d.@ $\frac{1}{4}$ d. by steamer, per lb.; and heavy goods 15s. @25s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 524.

The New York exports, exclusive of specie, for the week ending June 1, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$2,692,824	\$3,676,437
Prev. reported.....	72,805,766	67,917,740

Since January 1.....\$75,498,590 \$71,594,177

The imports for the week ending May 29, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$1,185,203	\$1,230,236
Gen. merchandise.....	5,635,567	4,842,749

Total for the week.....	\$6,820,770	\$6,072,985
Previously reported....	94,923,025	128,832,789

Since January 1.....\$101,743,795 \$134,905,774

The balance in the Sub-Treasury on Wednesday was \$78,446,819 65.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Mississippi consol. bonds, 86; New Jersey Central new bonds, 100; Buffalo, New York and Erie 1st mort., ex-int., 86½; Great Western 1st mort., 1888, 89; Hannibal and St. Joseph conv. bonds, 122; Am. Dock and Imp. 7s, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 87; St. Louis and Iron Mt. 1st mort., 85; Toledo, Logansport and Burlington 1st mort., 85½; Galena and Chicago R. R. 1st mort., 98; Chicago and Milwaukee 1st mort., 91; New York and New Haven R. R., 125; do., 6s, 94¾; Rome, Water-town and Ogdensburg R. R., 125; Long Island R. R., 50; Dubuque and Sioux City R. R., 108; Georgia 6s, 83; do., 7s, 96; Louisiana 6s, Levee bonds, 67; do., 8s, Levee bonds, 87½; Alabama 8s, 100; Adams' Exp. Co., 60; Wells-Fargo Exp., 31½; Am. Mer. Union Exp., 40½; U. S. Exp., 67; Mer. Union Exp., 15¼; Western Union Telegraph, 42½; Brunswick City Land, 8¾; Wilkes-barre Coal, 50; Central Coal, 66; Lehigh and Susq. Coal, 55; Jersey City W. L., 93; New York City 6s, 1878, 100; Brevort oil, 1.50; Buchanan Farm oil, 0.58; Consolidated Gregory gold, 2.50; Central petroleum, 0.60; Corydon gold, 0.12; Grass Valley gold, 0.80; La Crosse gold, 0.19; Montana gold, 0.15; Northern Light oil, 0.50; Quartz Hill Gold, 1.05; Rutland Marble, 26½; Rocky Mt. gold, 0.08; Rynd Farm oil, 0.15; Smith and Parmalee gold, 2.70; United Farm petroleum, 0.15; United States petroleum, 1.00; Wallkill Lead assented, 0.25.

Philadelphia.—Oil Creek and Allegheny River R. R., 43; West Jersey R. R., 63½; do., 6s, 92; Phila. and Trenton R. R., 128; Junction 2d mort., 90; Elmira and Williamsport 5s, 60; Morris Canal scrip, 67; Lehigh Conv. Loan, 81; Germantown Passenger R. R., 30; N. Y. and Middle Coal Fields, 4½; New Creek Coal, ½; Ocean Oil, ½; Niagara oil, 2¼; Feeder Dam oil, ¾; Allegheny County 5s, 77; Penna. State coupon 5s, 93½; Pittsburg 5s, 71½; St. Louis Gold Loan, 103½. The latest quotations are: City 6s, 95@96; do., free of tax, 100@100; State 5s, reg., 99¾@—; do., coupon, 93½@94½; do., 6s, W. L., 102½@102½; do., 1st series, 104¼@104½; do., 2d series, 106½@107½; do., 3d series, 107¾@108¼; Reading, 49½@49½; do., 7s, 1893, 105½@106; do., 6s, 1880, 90½@90½; Camden and Amboy, 127¾@128; do., mort. 6s, 1889, 93@93½; do., 1883, 88¾@89; Penn. R. R., 58@59½; do., 1st mort., 101@102; do., 2d mort., 96@97; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@40; do., pref., 65@65½; do., bonds,—@84; Susquehanna Canal, 13@13¾; do., 6s, 57@60; Sch. Nav., 10¼@—; do., pref., 20¼@20½; do., 6s, 1882, 69¾@70; Delaware Div. Canal, 47¾@48; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 92@92½; do., 5s, 59@60; Lehigh Coal and Navigation, 37½@37¾; do., 6s, 1884, 84@85; do., R. R., Loan, 87@88; do., Gold Loan, 99½@100; North Pennsylvania, 36@36; do., 6s, 88@91; do., Chattle 10s, 108@109; Philadelphia and Erie, 33½@33½; do., 6s, 88@89; Minehill, 55¾@55; Catawissa, 14@16; do., pref., 37¾@38; Lehigh Valley, 56½

@56½; do., 6s, new, 95½@97; Fifth and Sixth streets, (horse,) 36@37; Second and Third, 49@50; West Philadelphia, 61@61; Spruce and Pine, 27@28; Green and Coates, 39½@40; Chestnut and Walnut, 47½@48; Thirteenth and Fifteenth, 18¼@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71½; Union, 43½@—; Hestonville, 12¾@13.

Boston.—Union Pacific R. R. 6s, 91½; Vermont Central 1st mort., 78; do., 2d mort., 40; Eastern R. R. 6s, 1874, 95½; Western 6s, 1875, 98¼; Cheshire R. R. 6s, 1880, 91½; Stanstead, Shefford and Chambly 7s, 75; Jackson, Lansing and Saginaw R. R. 8s, 96¾; Phila. Wil. and Balt. 6s, 1876, 93; Taunton Branch R. R., 116½; Nashua and Lowell R. R. 145; Maine Central R. R., 30; Vermont Central, old, 80c.; Indianapolis and Cincinnati R. R., 18; Eastern (N. H.) R. R., 114; Summit Branch R. R., 22¼; do., 6s, 1870, 91; do., 1875, 90; Conn. and Pass. Rivers pref., 89½; Boston Water Power Co., 16¾; Cary Imp., 8¾; Boston Gas, 810; Massachusetts 5s, 1893, gold, 109; Rhode Island 6s, 1882, 99¾; New Hampshire 6s, 1878, 99½; Maine 6s, 1871@1889, 99½; Vermont 6s, 99¾; St. Louis County, 7s, 1888, 95; Cambridge 6s, 1875@1887, 99½; Albany 6s, 1879, 94¼; Chicago 7s, 97½; Bangor 6s, 1874, R. R. Loan, 90¼; Boston 5s, 1882, gold, end., 106½; do., 6s, currency, 101½; Hartford 6s, 1876, 93¾; Brooklyn 6s, 1881@1899, 93¾; Allouez Mining Co., 5¼; Hecla, 85; Rockland, 1.

Baltimore.—Parkersburg R. R., 23¼; Union R. R. bonds, 90¾; Richmond and Danville bonds, 72; Maryland Defense Loan, 99¾; Virginia 6s, old, reg., 49¾; do., 6s, 1867, 52¾; Memphis City 6s, 55; Bare Hill Mining Co., 0.25. The latest quotations are: Balt. and Ohio, 119@120; do., 6s, 1875, 93@94; do., 1880, 92@93; do., 1885, 91@92½; Northern Central, 48@49; do., bonds, 1885, 86@—; do., 1900, 85@85¼; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 90@95; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87¾@88; do., 2d mort., 69¼@72; Central Ohio, 31@31½; do., 1st mort., 83@84; Western Md. 6s, 1890, 69@81; do., guar., 90@95; do., 2d mort., guar., 78@80; Richmond and Danville bonds, 71¾@72¼; Baltimore 6s, 1875, 91@92½; do., 1886, 93@95; do., 1890, 93¾@94½; do., 1893, 92@95; do., 5s, 1838-70, 75@80; City Passenger R. R., 18½@19½; George's Creek Coal, 70@74; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

We invite attention to the Advertisement of Messrs. ROBERT MERRILL & SONS, in another column. These gentlemen are manufacturers of Surveyors' and Engineers' instruments, marine, opera and field glasses, sextants, quadrants and spy glasses, ship's compasses, Binnacles, logs, etc. Removed from their old established stand, No. 156 Water street, (where they were nine years) to 141 Water street, N. Y.

The stockholders of the Cheshire Railroad Company have voted to aid the proposed Monadnock Railroad, between Winchenden, Mass., and Peterboro', to the amount of \$20,000.

The work on the rolling mill to be erected by the Baltimore and Ohio Railroad Company at Cumberland has been commenced.

The Hansom Cab Co.

This company was incorporated on the 6th of May, 1869, by the Legislature of the State of New York. The capital of the company is \$250,000 in 5,000 share of \$50 each, with power to increase. Subscribers will be required to pay \$12 50 per share on subscribing, the balance to be paid at the call of the directors, of which due notice will be given, which notice shall in no instance be under thirty days. The directors comprise some of our most enterprising and influential citizens, with Edward W. Brandon, Esq., as President, Hon. James W. Husted, and James Stuart Pears, Esq., Vice Presidents, S. P. Slater, Esq., (with Messrs. Duncan, Sherman & Co.) Treasurer, Charles H. Pease, Esq., Secretary, Henry Howard Brandon, Esq., Superintendent, and Jerome Buck, Esq., Attorney and Counsel. Bankers, Messrs. Duncan, Sherman & Co. We give elsewhere the statement of this company, embracing extracts from the charter, estimates of cost, earnings, expenses, profits, etc., from which it appears that the first cost of 50 Cabs, 100 horses and 50 harnesses will amount to \$65,000. The receipts per annum will amount to \$127,400; expenses, \$49,800—leaving a balance of \$77,600, which is \$12,600 in excess of the original cost.

The President of this company, Edward W. Brandon, Esq., has already invested largely in the stock, as has also Messrs. Dabney, Morgan & Co., Jay Cooke & Co., Fisk & Hatch, Turner Brothers, Duncan, Sherman & Co., Leland, Brothers & Co., J. & J. Stuart, and other well known capitalists.

Taking into consideration the discomfort and inconvenience experienced daily by a majority of our citizens, owing to the over crowded condition of the cars and omnibuses, the frequent insolence of the conductors and drivers, the offensiveness of many of the passengers, and other crying evils, there is no doubt that these Cabs will be handsomely patronized, and that the company will be enabled, as they propose, to have 2,000 running by the close of the present year.

To Mr. Brandon, the originator of this enterprise, and one of its largest stockholders, great credit is due for the energy and perseverance displayed by him since its first inception. It is to be hoped that he will reap a large reward.

Track laying was commenced upon the Chicago, Danville and Vincennes Railroad on the 21st ult., and the contracts require it to be laid to Momence (about 29 miles from Dalton on the Columbus, Chicago and Indianapolis Central Railroad and 50 miles from Chicago) by the first of August.

The Directors of the Junction and Breakwater Railroad Company have made a contract for the completion of their road from Georgetown to Lewes, in Sussex Co., Delaware, by July 1st, and for the erection of a pier there by the 1st of August.

The work of laying the track upon the Boston, Concord and Montreal Railroad from Littleton, its present terminus, to a connection with the Grand Trunk Railway at Northumberland, N. H., a distance of about 34 miles, now in progress.

The Savannah and Charleston Railroad has been put under contract, and will be completed in a few months.

Report of the Pacific Railroad Commission

Some statements of leading points of the report of May 20 of the commission of February 15, 1869, to examine the Pacific Railroad, have already been made public. We are now enabled to publish the most important portions of the document. The Commissioners say that at the time of their examination "The Central Pacific Company's track was found about 551 miles from Sacramento, and that of the Union Pacific Company about two miles west of Ogden. Neither of these points is common to the lines of both companies, the end of the Central Pacific track on the line of that company being about one and a half mile distant from the nearest point of the line of the Union Pacific Company, and the end of the Union Pacific track, about one-fourth of a mile from the nearest point of the line of the Central Pacific Company. Practically, the two lines may be considered common at Ogden, a few miles east of the point at which we found the end of the Union Pacific track." The Commissioners all agree in giving the preference, for the portion then unconstructed, to the route of the Union Pacific Company. The detailed report on the condition of the two roads is signed by General Warren and Mr. Blickensderfer only. We quote the following extracts from it:

THE CENTRAL PACIFIC RAILROAD.

Whatever may be said in reference to the general route of the Central Pacific Road (and there is no doubt that it is admirable, with possibly, the single exception of the part across the Sierra Nevada), it is not fortunate in the details of its location, and the advantages afforded by the route have not always been realized. The curvature is excessive and needlessly sharp, and throughout a large portion the ascents and descents are multiplied over and over without necessity. The tangents are not directed towards the controlling points of the valleys, thus involving a loss of distance, an increase of curvature, and of probable ascents and descents. A proper effort has not been made to secure low ruling grades, and thereby at once diminish the demand for motive power and cheapen the cost of operating the road. Grades of 70 to 80 feet per mile are often introduced, where one of 53 feet per mile would have been ample, and grades of 53 feet per mile where not more than half that rate of ascent was required. The most striking instance is in the Humboldt Valley, between Humboldt Lake and Humboldt Wells, the difference of elevation of which is 1,111 feet; but in overcoming this the ascents and descents amount to 6,232 feet, involving, in a distance of 290 miles of road in this most practicable valley, a loss of elevation greater than that of the summit of the Allegheny Mountains above the Atlantic seaboard, and requiring trains to be hauled up an aggregate of ascents more than equal to that on the principal lines between the eastern coast of the Ohio River valley.

There is no doubt that a careful and judicious location of the line would reduce the length from 10 to 20 miles, diminish the sum of its deflection by a very large amount, very much improve the character of the curves, avoid several thousand feet of ascents and descents, and furnish a road which could be operated at a greatly diminished cost. It would materially reduce the time within which trains could pass over the road with safety, permit an increase of from 30 to 50 per cent. in the loads which engines could haul over the greater part of the distance, and in every way enhance the commercial value of the road. It may be supposed such a location would involve heavy work and excessive cost. But this is not the case; for an examination of the official profiles will show that in the Humboldt Valley, where the greatest changes would occur, the work is exceedingly light. Even in the Sierra Nevada, where the work is expensive, many ameliorations can be secured with comparatively small outlays.

The tunnels on the road are 15 in number, of which ten are excavated in solid rock and require no arching. The remaining five are partially or altogether excavated in conglomerate and soft granite, liable to disintegration from exposure to the atmosphere, and will require artificial support to sustain the roof and sides. They are in all cases excavated for single track only, but those requiring artificial support, at present lined with timber, are of sufficient height and width to receive masonry inside the present wood-work, and yet retain proper dimensions for single track. This masonry should be supplied, and its cost is included in our estimate.

The track-laying has generally been done in a careful and workmanlike manner, but owing to the rapidity with which the road has been constructed, the track when first laid is not so firm and permanent as it would otherwise be, and the surfacing requires more attention. Without exception the track has been laid on the bare road-bed, the latter having in no case been previously prepared by a covering of ballast, and nearly always been done with material thrown up from the sides of the embankments or obtained from the sides of the excavations themselves. There has been but a moderate amount of ballast distributed by trains, and that is confined almost exclusively to the line west of Truckee. East of Truckee Station, and especially in Humboldt Valley, the road for almost its entire length is wholly without ballast. The rails are apparently of good quality, generally 28 feet long, and of American manufacture. There are several patterns, all of which are good, varying in weight from about 56 to 66 pounds per lineal yard, the heaviest being used on the mountain division of the road. They appear to wear well, unless an exception exists in the case of that portion of about 16 miles laid between Rose Creek and Tule, which gives indications of being of an inferior quality. Of these rails, we understand about 1,400 tons were formerly laid on the Western Pacific Railroad, from which they were afterwards removed.

The deep snows of the higher portions of the Sierra Nevada, varying from 10 to 40 feet, exposed the track to such serious obstructions that it became necessary to provide a protection against them. Accordingly extensive structures for this purpose have been erected, entirely covering the track through a great portion of the heavy snow belt, embracing a distance of between 40 and 50 miles. These structures consist of galleries and snow sheds. The former are sloped coverings, extending over the road to the mountain side above, of sufficient strength and so constructed as to carry snow slides over the railway, which, otherwise falling upon the road bed, would effectually obstruct the passage of trains. Great strength and much care in construction were required to enable these galleries to resist the sudden concussions to which they are liable. The snow sheds are built over such portions of the road as are not liable to snow slides. They are required to sustain no more than the weight of the snow which may from time to time accumulate upon them, and do not require that strength or care, in their construction demanded by the others. Walls are also built in some cases as a defence against snow. The aggregate length of track covered or housed in is about 80 miles, embracing all the through and side hill cuts and many embankments within the upper portion of the snow belt. Whether additional outlay will be required to protect the track against accumulations of snow, it is difficult, without further experience, to decide. Up to the time we examined the road, in the latter part of February, the company was continually increasing these structures, and it is probable the ultimate limit of the requirement of them in the Sierra Nevada has nearly been reached. These protections against the snow, though made of wood are of as permanent a character as the case justifies; considering what future experience may suggest as the best material and design. They at present answer their purpose well, and render communications almost certain where, without them, the road could not

be worked during the winter season. The engineers deserve commendation for the manner in which they have grappled and overcome the difficulty.

Estimates for supplying deficiencies on the Central Pacific Railroad between Sacramento and the 551st mile.

Correcting errors of location, reducing curvature, lengthening radii of curves, reducing grades and obviating loss of elevations.....	\$1,600,000
Completing excavations and embankments to full width and increasing height of embankments.....	152,000
Completing the grading of side tracks. 17,500 additional ties for sidings, including spikes and laying, at \$1.....	11,000
5,255 yards bridge masonry, including preparation of foundations and materials therefor, at \$16.....	17,500
1,200 lineal feet Howe truss, Sac. & B. C., at \$35.....	84,080
Supplying 192 short openings of trestle work in Humboldt Valley, with permanent works of masonry and girders, including pavement, \$400.....	42,090
Supplying 56 larger openings of trestle work in Humboldt Valley, with permanent works of masonry and girders, \$800.....	76,800
Probable expenditure for additional water-ways at points not provided for, and renewing badly-built culverts....	44,800
504,000 yards embankments filling trestle works and approaches to bridges at 40 cents.....	30,000
Arching 1,705 lineal feet tunnels, at \$100	201,600
Ballasting including transportation, lifting track, placing material, surfacing and readjusting track, and curving rails where necessary, 551 miles....	170,500
Thorough repairs of parts of locomotives used in construction on hand when road is opened for through business, say 20, at \$3,000.....	626,800
Forty-eight new passenger cars for through trade, at \$6,000.....	60,000
Twenty baggage, mail and express cars, \$3,800.....	288,000
Three hundred box cars, \$900.....	76,000
Transforming 800 platform cars, part of stock on hand, into box cars, at \$150	270,000
Engine houses or locomotive stalls, shops and tools with turn tables at Colfax, Summit, Truckee, Wadsworth, Argenti, Humboldt Wells, with smaller intermediate engine houses and turn-tables.....	120,000
Additional water stations and wood and coal houses, & enlarging water tanks	400,000
Additional station buildings, section houses, and other accommodations, for employees.....	82,600
	137,500
Total.....	\$4,493,380

The foregoing estimate is confined to the 551 miles of road from Sacramento to the end of the track, and is a statement of the expenditure deemed necessary to complete the construction and equipment of that part of the road ready for the traffic when the line is opened through to connect with the Union Pacific Railroad. It is based on the road and equipments as we found them, and no allowance is made for works in progress or for materials and equipments ordered or reported *in transitu* for delivery, or already delivered, except so far as already placed in position on the structures themselves. It is believed by us that some of the deficiencies are being supplied by the company as rapidly as practicable. The estimate being made with reference to the 551 miles, only it does not afford a criterion of what may be required on that part of the line extending beyond the end of the track as we found it. The portion of the line between the two ends of the track (then about 198 miles) we could only report fully upon after another examination.

THE UNION PACIFIC RAILROAD.

The remarks contained in the report of the Special Commissioners made to the Secretary of the Interior, dated November 23, 1868, in regard to the details of construction, present a sufficiently clear view of the road at that date so far as then built, viz.: to a point 890 miles from Omaha; and we shall confine our present remarks to the line between the 890th mile and Ogden, except so far as may be necessary to note changes or improvements on the line previously described.

The track laying seems to have been properly done, but, owing to its having been mostly laid during the winter on frozen ground and on a new and sometimes imperfectly completed road bed, the track, when we examined it, was very much cut of surface and in bad condition. On this part of the road, as well as elsewhere, the track has in all cases been laid on the bare roadway without previous preparation by covering it with ballast, and the surfacing, with slight exceptions, has been done with material taken from the sides of the embankments and cuts. Good material for ballast is, however, abundant, and can be obtained for all parts of the road without incurring the expense of long hauls. It was observed at various places on the line east of the 890th mile that considerable ballast had been distributed along the line and placed under the track since November last, but by far the largest part of the ballasting on the entire road yet remains to be done. The rails are of good quality, generally 28 feet long, and of American manufacture. The pattern, though not of the heaviest, is considered sufficiently so. They appear to wear well, showing no defects of consequence.

Snow fences were extensively used on the Black Hills and other places during the past winter, but did not accomplish all that was desirable. They will have to be of a more effective character, or sheds will have to be built instead of them. The places where travel was most interrupted, between Laramie River and the Rattlesnake Hills, were at first without snow fences, as snow drifts had not been apprehended there. It is believed that fences and occasional sheds will prevent these interruptions from recurring. Snow protections will have to be employed where the road crosses the rim of the Great Salt Lake basin and at the head of Echo Canon.

It is believed that with the employment of proper means the working of the road can be maintained free from serious interruptions by snows.

Estimate for supplying deficiencies on the Union Pacific Railroad between Omaha and the 1 035 mile, near Ogden.

Restoring line to original location at Evanston, Weber Narrows, Round Valley, Peterson's Point Devil's Gate and Clay Bluffs.....	\$78,000
Changing location to improve line and diminish curvature at Black's Fork, Red Desert, Rawlin's Rock Creek, Red Buttes, Dale Creek, Granite Canon, & Hazard, not including cutting off large bends on Rock Creek.....	200,000
Completing embankments to full width, filling trestle works and riprapping.....	224,000
Completing cuts to grade on Black's Fork, Bitter Creek, rim of basin, &c.....	24,000
Reducing grades between Omaha and Elkhorn to conform with condition on which change of line was approved..	245,000
Four hundred and fifty cross-ties to replace cotton wood ties, including transportation, removal of old ties, and placing new in track, \$1.....	450,000
Ballasting, including transportation, lifting track, placing material surfacing, and readjusting track and curving rails, 1,035 miles.....	979,000
Abutment and pier foundations, including excavations, piles, grillage, and securing with rip rap.....	72,000
Bridge masonry.....	280,600
Bridge superstructure.....	286,710
Supplying 121 openings of trestle-work	

of 50 feet length and under between Omaha and North Platte, with permanent works of masonry and girders, at \$400	48,400
Supplying 254 openings of trestle-work of 50 feet length and under, between North Platte and mouth of Muddy, with permanent works of masonry and girders, at \$800	203,200
Supplying 90 openings of trestle-work, between mouth of Muddy and end of track, with permanent works of masonry and girders.....	31,050
Supplying 184 openings of trestle-work, averaging 103 feet each, with permanent structures of masonry and girders on short trusses, including foundations between Omaha and mouth of Muddy, at \$1,500.....	276,000
Renewing Dale Creek bridge, or replacing same by embankment and arched water-way.....	100,000
Probable expenditure for additional water ways in Mary's Creek, Bitter Creek and other points not provided for, and renewing and enlarging stone culverts.....	100,000
Sixty-eight new passenger locomotives for through trade, at \$14,000.....	952,000
Thorough repair of part of locomotives used in construction and on hand on opening the road, say 69 engines at \$3,000.....	207,000
Sixty-eight new pass. cars for through travel, at \$6,000.....	408,000
Thirty-three baggage, express, and mail cars, at \$3,800.....	125,000
Four hundred and eighty box freight cars, at \$900.....	432,000
Seventy additional locomotive stalls at \$4,000.....	280,000
Completing shops at Cheyenne, additional shops at Bryan and West End Road, enlarging shops at Omaha, with additional tools.....	433,000
Additional water stations, and probable additional expenditures to secure full supply of water.....	40,000
Additional station buildings.....	40,000
Additional expenditure for snow protection.....	100,000
Completing excavations and embankments on main line, head of Echo Canon, including the filling of trestle-works.....	76,750
Arching tunnel head of Echo Canon..	70,000
Completing excavation of tunnel No. 3, Weber Narrows.....	10,000
Total.....	\$6,771,710

The foregoing estimate is confined to the 1,035 miles of road from Omaha to the end of the track, and is to be taken with the same explanations as that for the Central Pacific line.

With reference to this portion of the report, Lieutenant-Colonel Williamson and Mr. Clement say:

There is no doubt that by an increased expenditure of money a better road could have been built in some cases on a somewhat different location; but our opinion is that the road, as built on the present one, after being completed according to the standard prescribed by law, so that the "road bed, cross ties, track laying, ballasting, rolling stock, repair shops, station buildings, culverts, bridges, turnouts," &c., shall have been brought up to the standard prescribed by law (for all defects in which generous estimates have been made in the body of our report, to which we agree), the road will be one in all respects such as the government should accept as a first-class railroad within the meaning of the law, as we understand it.

In consequence of the haste in which it has been built, the reason for which is generally known, there are minor defects, such as a deficient

height of embankment or depth of excavation at certain points, that the companies should hasten to remedy, so as to reduce the grades; but as the present grades and curves are all below the prescribed standard, we do not consider it our duty to do more than report upon them.

With these remarks we conclude by saying that we dissent from the views expressed by the other two Commissioners with regard to a suggested change in the location of the road, nor do we agree with the remarks that have been made by them concerning the present location. With regard to the other portions of the report we assent to them.

R. S. WILLIAMSON, Brevet Lieut. Col. U. S. A.,
S. M. CLEMENT, Civil Engineer.
Members of Special Commission Pacific Railroad.
Washington, D. C., May 20, 1869.

Dutchess and Columbia Railroad.

The first section (13 miles) of this road was finished last week, and on Friday was duly transferred to the lessees, the Connecticut Western Railroad, of which the Hon. Wm. H. Barnum is President. The company of the Dutchess and Columbia Railroad was organized in 1866, under the general Railroad law of New York, and the road was originally projected to Columbia County. The line, as now marked out, is from Fishkill, near Denning's Point, northeastwardly through Fishkill, East Fishkill, La Grange to Pine Plains, thence eastwardly to Millerton, on the Harlem Railroad, near the Connecticut State line, there to connect with the Connecticut Western. The capital stock of the road is \$1,000,000, all subscribed. The work was begun in November, 1867, and is being rapidly pushed forward. The country traversed by the road is about one-tenth wooded, four-tenths grazing land, and five-tenths well cultivated farms. Along several miles of the route are extensive hematite iron ore beds, from which shipments of great quantities of ore will be made to the various furnaces along the Hudson, as well as to those on Lake Champlain, and in Pennsylvania, as it is of a kind which improves the texture of iron made from other ores. The rails for this road were imported from England, and are laid with what is known as the "Fish joint," the safest connection in use. As much of the country traversed by the new road is suitable for dairy purposes, the farmers are turning their attention more than ever to the manufacture of butter and cheese for market, and much of the profit of the road will be derived from the transportation of that class of freight. When completed the Dutchess and Columbia Railroad will connect not only with the Connecticut Western, but with the Harlem, the Hudson River, the Boston, Hartford and Erie, and other lines, thus forming a most important link in the chain of roads between the Hudson and prominent points to the East, affording shippers great advantages. The Southern terminus is well chosen. Fishkill-on-the-Hudson will one day be a great railroad center. It is situated at the mouth of Fishkill Creek, a stream bordered by the River Hills, which slope so gradually as to admit of a descent from the highlands of the interior by a moderate railroad grade. Ample space is provided for depot facilities by flats and shoal water half a mile wide from the shore line to the river channel which at Denning's Point is wide and deep enough to float the largest vessels. At Millerton begins the line of the Connecticut Western Railroad, which when completed will extend through Salisbury, Canaan, Norfolk, Winchester and other towns, to the State line of Massachusetts in the direction of Springfield, connecting with the Western Railroad of Massachusetts, now called the Boston and Albany road. This makes the distance from Fishkill to Boston 218 miles. The Dutchess and Columbia Railroad will be finished to Pine Plains on the 1st of next August, and to Millerton on or about the first of July, 1870. The President is George H. Brown, who is also a Director in the Connecticut Western. The Chief-Engineer is O. W. Barnes, who holds the same position on the latter road.—*N. Y. Tribune, May 31.*

Journal of Railroad Law.
COMMON CARRIERS—ACTUAL DELIVERY TO BE ESTABLISHED—LIABILITY ATTACHES FROM TIME OF ACTUAL DELIVERY.

The facts in the late case of *Grosvenor vs. The New York Central Railroad Company* (89 N. Y., 34,) just decided by the N. Y. Court of Appeals are clearly stated in the following opinion by

MILLER, J.—I am of the opinion that the Court erred in refusing to non-suit the plaintiff upon the trial. To render a party liable as a common carrier, it must be established that the property was actually delivered to the common carrier or to some person duly authorized to act on his behalf. The responsibility of the carrier does not commence until the delivery is completed. [Angell on Carriers, § 129; Story on Bailments, § 532.] It is not enough that the property is delivered upon the premises, unless the delivery is accompanied by notice to the proper person. [Packard vs. Getman, 6 Cow., 757; 2 Kent Com., 604; 1 Pars. on Con., 654.] The liability of the carrier attaches only from the time of the acceptance of the goods by him. [Story on Bailments, § 533; 6 Cow., *Supra*.] To complete the delivery of the property within the rules laid down in the authorities, I think it is also essential that the property should be placed in such a position that it may be taken care of by the agent or person having charge of the business, and under his immediate control. It must be accepted and received by the agent. It appears in the case at bar that the cutter of the plaintiff was placed upon the platform of the defendant's freight house by a servant of the plaintiff, the freight having been previously paid, to be transported to Buffalo. At the time when it was thus left, a baggageman in the defendant's employment, who was then engaged in sweeping out the depot, was notified that there was some freight to go to Buffalo in the noon train. The servant of the plaintiff testifies that he had seen this person receive and put freight on the cars, and at this time he apparently had charge of the depot, although the proof on the part of the defendant shows that another employee was the real freight agent, and the person with whom the contract was made for the carriage of the property, and that the baggageman had no authority to receive it. Upon this state of facts, I am inclined to think that the plaintiff had established sufficient *prima facie* to submit to the jury the question whether the baggageman was authorized to receive the property, and whether the notice to him was of itself sufficient. Persons dealing with railroad corporations, and parties engaged in the transportation of freight, have a right to consider that those usually employed in the business of receiving and forwarding it, have ample authority to deal with them. It is enough to establish a delivery, in the first instance, to prove that a person thus acting received and accepted the property for the purpose of transportation, and even although it subsequently appears that another employee was actually the agent having charge of this department of business, yet the company who sanction the performance of this duty by other persons in their employment, and thus hold out to the world that they are authorized agents, are not at liberty to relieve themselves from responsibility, by repudiating their acts. So far then as this branch of the case is concerned, it was at least a question of fact, to

be submitted to the jury under proper instructions, whether the baggageman of the defendant, to whom it is claimed by the plaintiff the cutter was delivered, was the agent of the defendant, duly authorized to receive the same, and whether notice of its delivery was given to him as such agent. But, whether he was such agent, or the duty of receiving freight devolved upon another person, the defendant could not be held liable under any circumstances, without an actual and complete delivery of the property into the possession of the corporation, and under its control. This, I think, was not done. The undisputed testimony shows, that the cutter was placed upon the platform, and that within two or three hours afterward, it was carried away and broken to pieces by a passing train of cars. The fact that it was thus carried away, evinces, that it was carelessly exposed by the plaintiff's servant; that the destruction of the cutter was occasioned by his negligence, and that the delivery was not as perfect and complete as it should have been.

The accident would not have happened had the cutter been placed beyond the reach of passing trains. It was not enough that the agent was notified to make out a valid acceptance and delivery. The place of delivery was important, and it was equally essential that due care should be exercised. Suppose the servant had left the cutter on the track of the railroad, and notified the agent, would the defendant have been responsible? Clearly not, for the apparent reason that there was no delivery upon the premises, no surrender of the property into the possession of the agent. Until it was actually delivered, the agent was under no obligation to take charge of the property, even if notified. It is apparent that the plaintiff was in fault in not delivering the property to the defendant, and in leaving it in an exposed condition, which caused its destruction, and having failed to establish this material part of his case should have been non-suited. As a new trial must be granted for the error stated, it is not important to examine the other questions raised and discussed.

Judgment reversed, and new trial granted, with costs to abide the event.

Railroads in the Northwest.

Work has been resumed upon the unfinished portion of the Minnesota Central Railroad, between Austin and the Iowa line, and it will be completed by the time the Cedar Valley Road is finished to the north line of Iowa, which it is asserted, will be completed in a few months. It is thought the whole line of road will be completed through to Burlington, Iowa, another year.

The extension of the Winona and St. Peter Railroad from Waseca, its present terminus, to Janesville, a distance of fourteen miles, is being rapidly pushed forward to completion. The grading for the whole distance is nearly completed, and track-laying will commence in about two weeks. Mr. DeGraff intends to have the road ready for use on or before the middle of July next. It is probable that a further extension westward toward the Minnesota River will immediately follow the completion of the road to Janesville, though it has not yet been definitely decided upon.

The contract for putting down the iron on the Burlington, Cedar Rapids and Minnesota Railroad has been let. Track-laying will begin at Burlington and Cedar Rapids about the 1st of June, and it is expected to have the whole line (one hundred and sixty miles) completed from Burlington

to Waterloo by the 1st day of January next. The company has already purchased 5,000 tons of iron, four locomotives, and a number of flat cars.

The contract for grading, grubbing and placing ties ready for the iron for a distance of fourteen and a quarter miles on the Grand Rapids and Lake Shore Railroad, from Muskegan to Nunica, has been let to a party in Buffalo for the sum of \$80,000.

Kankakee county, Ill., votes on the 14th of June, on the question of subscribing \$100,000 to the capital stock of the Kankakee and Illinois River Railroad.

When the Marshalltown, Iowa, people found their North and South Railway killed by the Supreme Court ruling, they were promised that upon their raising \$32,000 by private subscription, the work should go on. Schools were closed, business suspended, and everybody went to talking railroad; the band was out on the street, and, after a sharp canvass, it was found that \$35,000 had been subscribed; and the road is now assured.

The Peoria, Pekin and Jacksonville Railroad will be completed from Peoria to Jacksonville by the 15th of June.

Randolph county, Missouri, has a prospect of being literally 'cut to pieces' with railroads. First, it has the main line of the North Missouri Railroad (completed); second, the West Branch of the same road (completed); third, the Hannibal and Moberly Railroad (under construction); fourth, the Mississippi and Missouri River Railroad (under construction); fifth, the Tebo and Neosho, which crosses the Missouri river at Booneville, and runs by way of Fayette, Roanoke and Mount Airy to Moberly.

The railroad spirit is fully aroused in Milwaukee. It is evident that a road will be built to Burlington; the Monroe Road will be extended to Dubuque; the Fond du Lac Air Line will be looked after; and other roads receive attention.

At a meeting recently held at Brownville, Neb., a recommendation that the County Commissioners of Nemaha county submit to the legal voters a proposition to issue county bonds to the sum of \$150,000 with eight per cent. interest, payable in twenty years, to be issued, used and expended as the work on the Nebraska Trunk Railroad progresses in said county, and to aid such work therein, was adopted unanimously.

The contract for grading the Rockford, Rock Island and St. Louis Railroad, from the bridge across Rock River to Moline, a distance of about thirteen miles, was awarded on the 20th.—*Chicago Tribune*.

A Gorgeous Car.

One of the most elegant silver palace cars we have seen came to the city yesterday from the shops of the Pittsburgh, Fort Wayne and Chicago Railroad Company, at Fort Wayne, Indiana, where it was built. The car is built on the Pullman patent and embraces all the latest improvements. The exterior is finished in magnificent style, painted bright and beautiful, and so highly finished as to faithfully mirror objects about it. The car rests on two staunch six-wheel trucks, supplied with the best of elliptic springs, made out of Pittsburgh steel by the "Pittsburgh Cast Steel Spring Company," for which Mr. A. French is the agent. The bottom of the car has double flooring of heavy timber and lighter boarding running transversely. The floors are carpeted with the richest moquet in bright light colors, in keeping with the elegant upholstery of the silver armed seats. Along the ceilings are bars of silver the full length of the car, and here and there are ornamental designs in silver to please and relieve the eye. The lamps are all silver, and of fine cut glass. The entire wood work is black oiled walnut, with gold trimmings. The windows are of fine plate glass, and between every pair is an adjustable table which can be set up firmly for writing purposes, reading, card-playing or games between passengers *vis-a-vis*. The mirror between the windows is so constructed that by

pushing a spring it disappears and a lamp in a neat little silver cove is brought to view.

The berths are perfectly arranged, and would seem to render a sleepless night impossible. Altogether the car is a gorgeous specimen. Mr. Wm. Wadlington, the master builder of the Fort Wayne establishment, designed it, and superintended its construction. It cost about \$18,000, and is intended to run on the Pacific Railroad. Another car, similar in every way, was constructed at the same time, and left Chicago yesterday for San Francisco.—*Pittsburgh Chronicle*, May 28.

Railroad from Milwaukee to Burlington.

There is a general and wise conviction in our city, that we need more railroads with the country, particularly where we can obtain connections at comparatively little expense. We have long thought that a direct connection with the Racine and Mississippi railway via Burlington, in Racine county, would be one of the most fortunate events for this city. By a short line—merely thirty miles—we obtain the use of a road of 154 miles in length, which has connections with southern Iowa and Nebraska, and which now extends to the coal fields of Rock Island. It would bring to Milwaukee a new and large trade in corn, and there is not thirty miles of road in any direction we could construct which would be of so much advantage to Milwaukee.

Three years ago we raised a sufficient sum to make the connection, but it fell through, and for what cause no one seems to know. So soon as this road is extended from Port Byron to Rock Island, only ten miles, we shall have a direct connection with the Mississippi and Missouri Railroad, which is now completed to Omaha. This would give us a connection with the Union Pacific, and by this route Milwaukee is almost as near to Omaha as Chicago. The distance from Chicago to Rock Island is 182 miles. The distance from Rock Island to Milwaukee via the Western Union R. R., that is the Racine and Mississippi, via the new route direct to Burlington, will not exceed 194 miles. At Fulton the Western Union connects with the Chicago, Iowa and Nebraska. Fulton would be 160 miles from Milwaukee. Thus we would have two connections with Omaha by our connection with the Western Union at Burlington.

Open the map and it will be perceived that the Western Union R. R. has one of the shortest routes to the Mississippi of any road west of Lake Michigan. It passes through a country of boundless fertility, and the productions along the line must yearly increase.

The Fond du Lac connection is important; that, too, we must have, but the connection via Burlington with the Racine and Mississippi is one of those manifest necessities which surprises us that it has so long been delayed. We make the avowal that there were never 30 miles of railway connection so important offered to any city in the United States.—*Mil. Wis.*, May 28.

To be Bridged.

At a recent meeting of the freeholders of Burlington, N. J., a resolution was passed appropriating thirty-five thousand dollars for the construction of a bridge across the Rancocas river, connecting Delanco and Riverside. The completion of this structure will make a direct road from Burlington to Philadelphia—a route which will be taken by all the residents along the Delaware front. Yesterday the committee, consisting of Abraham Perkins, E. B. Marter, William R. Herbert, J. H. Bartlett and Joseph Wills, met at Delanco and examined several plans for the proposed structure. As soon as the proposals have been received, and the plan determined upon, the work will be commenced.—*Phila. News*.

A great effort will be made by the people of Hartford to build the Maryland Central Railroad. Meetings will soon be called along the route proposed for the furtherance of the object, and great interest is manifested, especially by the friends, who are settled through this country.

FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO.
—In order to lose their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

WM. S. AUCHINCLOSS,
Jersey City, N. J.

Robert Merrill & Sons,

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Surveyor's & Engineer's Instruments,
MARINE, OPERA & FIELD GLASSES,
Sextants, Quadrants and Spy Glasses,
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MANUFACTURERS OF

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From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

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THE OFFICE OF

**THE MEMPHIS, EL PASO AND PACIFIC
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IS PROVISIONALLY LOCATED AT
5421 23 BROAD STREET.

To Contractors.

SEALED PROPOSALS will be received by the undersigned until THURSDAY, July 1st, at the office of the **ELIZABETH AND PADUCAH RAILROAD COMPANY** in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabethtown on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

To Railroad Contractors.

OFFICE MAYSVILLE & LEXINGTON R. R. CO., N. D.
MAYSVILLE, KY., MAY 11, 1869.

ON and after Tuesday, June 1st 1869, this company will be ready to exhibit profiles and specifications for the construction of the Railroad from Maysville to Paris, at least as far as Carlisle, thirty three miles, and will receive bids by sealed proposals in such form and for such portions of the work as contractors may propose, either by the section or for the whole road, until Thursday, June 24th, 1869. Cross-ties and iron will be required for about half the road during the present season, and the whole to be completed as rapidly as practicable. The subscriptions of stock justify the assurance that the Company can promptly comply with their contracts.

J. BARBOUR, Vice Pres't.
THOMPSON PARKS, } Com.
W. H. McGRANAGHAN, }

THOS. J. GLENN, Chief Engineer. 3121

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

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HENDERSON BROTHERS,

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WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869.

ESTABLISHED 1821.

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Plushes Reps, Damasks,
Curled Hair, Car-Seat Duck,
CAR-SEAT SPRINGS,
AND ALL UPHOLSTERERS' SUPPLIES.
HEAD LININGS MADE TO ORDER.

A. S. THORP & Co.,

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EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

WILLIAMS, PAGE & CO.'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

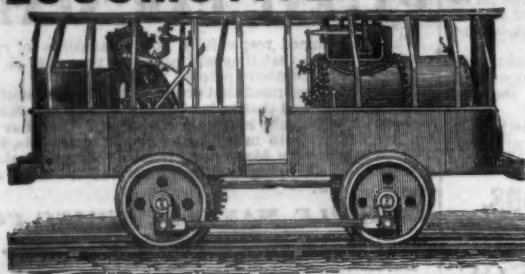
AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

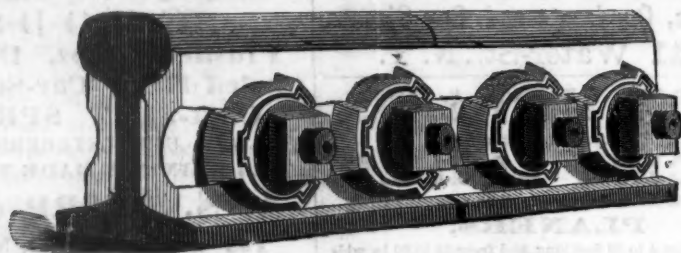
WILLIAM CALDER, President.

GRICE & LONG, LOCOMOTIVE AND CAR BUILDERS.



MINING LOCOMOTIVES,
FURNACE LOCOMOTIVES,
CONTRACTORS' LOCOMOTIVES,
QUARRY LOCOMOTIVES,
SHIFTING LOCOMOTIVES,
Adapted to Tunnels, having 5½ feet headway, and
30 inches gauge of road, and upward. The min-
ing engines are now being worked at Summit Hill
mines at a cost of \$4 per day.
CARS OF ALL DESCRIPTIONS.
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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 11, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on THURSDAY, June 10. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.
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Orders for Old Rails promptly filled.
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SAFETY,
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DURABILITY,
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CAR SPRINGS,

BRAKE TUBING, ETC.

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TESTIMONIAL.

Baltimore, Md., April 16, 1893.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

B. L. HUTCHINSON.

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VOSE, DINSMORE & CO.,

National Spring Works,

Manufacturers of

Volute, Rubber Center Spiral,

Compound Spiral, India Rubber,

And other

RAILWAY CAR SPRINGS

No. 1 Barclay-st., No. 15 La Salle-st.,
NEW-YORK. CHICAGO.

HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral

STEEL CAR SPRINGS.



M. B. WASHBURN, Gen. Agent.
137-141 ELM STREET, N. Y.

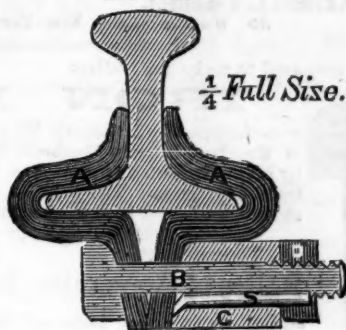
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

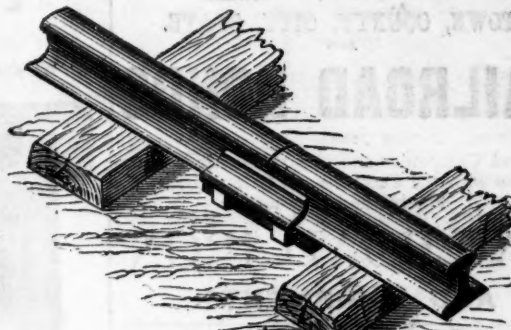
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 3/4 inch Bolts. C.—An Iron Collar. (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

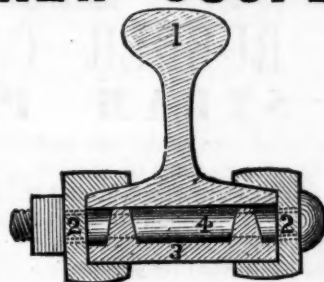
For particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

THE PHOENIX IRON COMPANY'S
PATENT

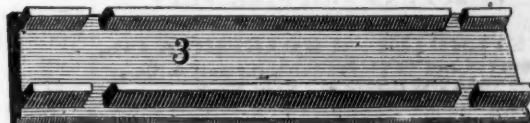
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

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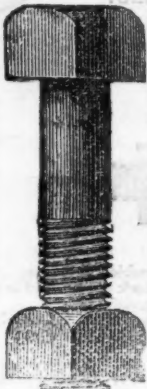
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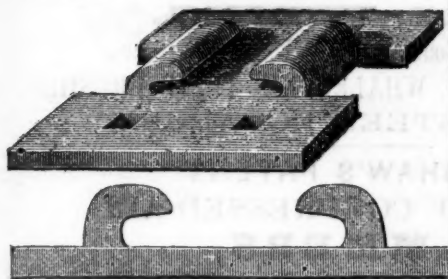


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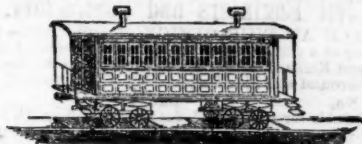
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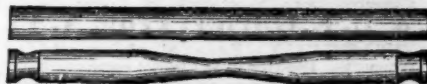
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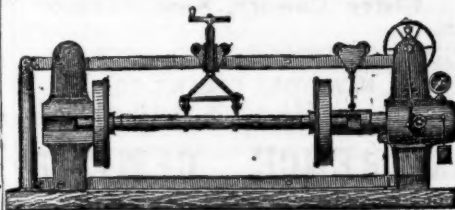
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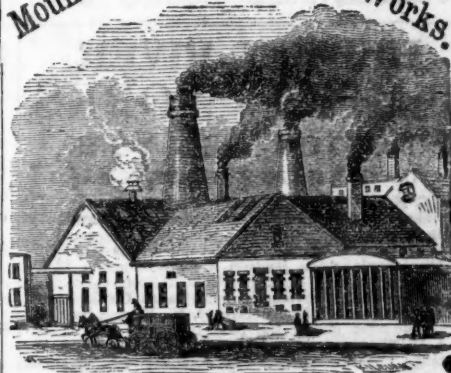
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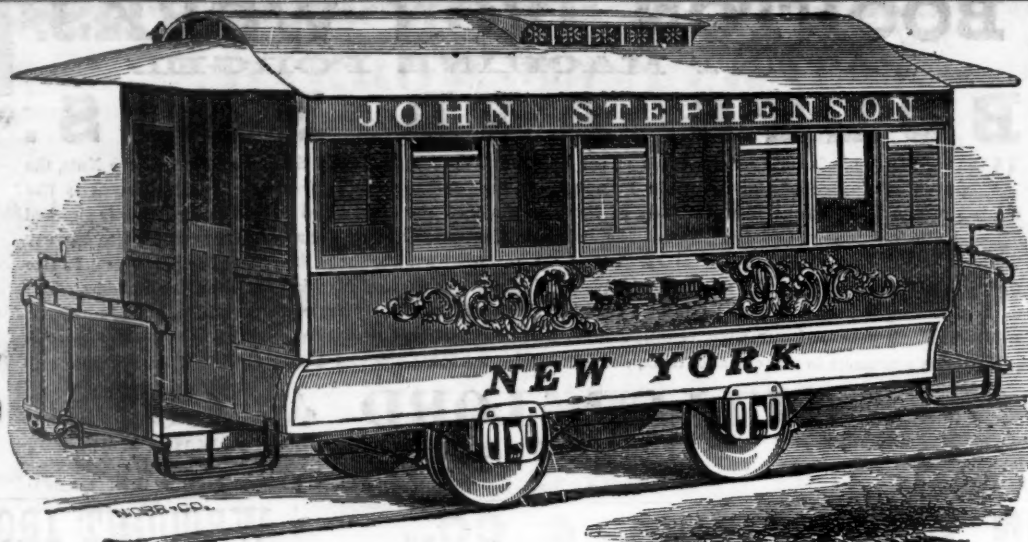
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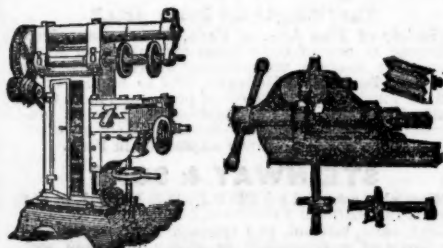
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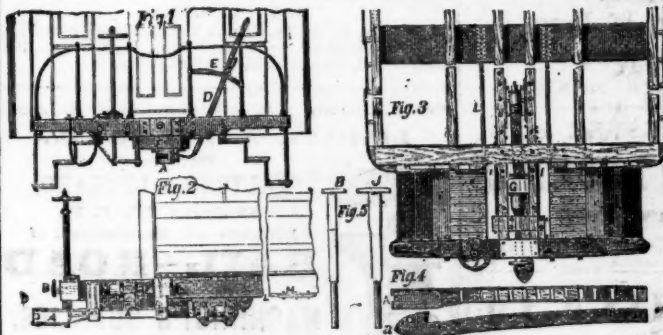
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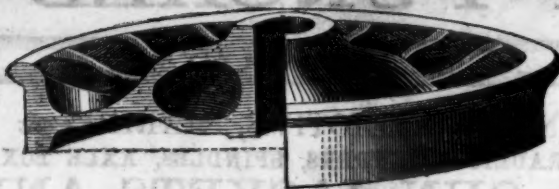
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